

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O

JUNE 1947

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MANILA MILLINERY





HIGH FLIERS

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JUNE 1947

NAVPERS-O

NUMBER 364

REAR ADMIRAL THOMAS L. SPRAGUE, USN

The Chief of Naval Personnel

REAR ADMIRAL JOHN W. ROPER, USN

The Deputy Chief of Naval Personnel

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• FRONT COVER: Keith D. Sullenger, RM1, and daughter Kathleen find women's hats as amusing in Manila as anywhere else. Mrs. Sullenger is trying on a native salokot. The Sullengers are from Utah and are among the increasing numbers of Navy families making themselves at home in the Philippines.

• AT LEFT: Two marine pilots try some fancy dives at the modern swimming hole blasted from the coral reefs at Emirau Island in the Pacific.

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BOOT CAMP still displays familiar sights wearing of uniform—but very big change

NEW NAVY

FIRST impressions can be lasting and, the Navy believes, vitally important.

Accordingly, top planners in recruit training are now taking steps to insure that a "boot's" first glimpse of the Navy is one worthy of following him throughout his naval career.

This involves the adoption of a new concept of recruit training. The old boot camp won't be what it used to be. Not that the familiar atmosphere isn't being retained. You'll still see recruits in leggings wandering about hopelessly in a futile effort at military drill—and a few weeks later stepping out smartly with the swinging rhythm that bespeaks many hours of hard work. Reveille still will sound at 0530, inspections still will be plenty tough, recruits still will huff and puff through physical fitness tests, scrub clothes, get short haircuts and perform tasks so well remembered by each sailor who has passed through boot training.

These, however, are merely surface appearances, part of a sound framework of training tested by peacetime and war. Changes will go deeper, involving the fundamental concept of recruit training. They stem from a new concept which strives to develop in the naval newcomer pride in both himself and the Navy.

Lodged deep in the nostalgic memory of every sailor is the life he experienced at boot camp. Conversation on the fantail, the fo'c'sle and in the mess hall invariably swings from sea stories to "how things were in boot camp."

There'll be new talk in the future. Recruit training is moving along with the changes brought to the Navy by the advent of peace. Even if the old place isn't to be what it used to be, the change definitely is for the better.

Part of the change is due to the difference in the mission of boot training in time of war and peace. During the war, the first consideration was getting to the waiting Fleet large numbers of recruits, adequately trained so that they could fill billets quickly.

Not so in peacetime. The primary mission of recruit training in time of peace is to effect for the individual a smooth transition from civilian to military life. The new concept makes its entrance here.

The postwar recruit is young, usually 17 or 18 years of age, perhaps 10 years younger on the average than his wartime counterpart. Because of his youth, he is very impressionable. In many instances, the Navy must take the responsibility of doing for him what the home, school and civilian society have failed to do: develop

ambition, self-confidence and pride in self.

The new plan aims at turning out a man who, upon graduation from boot camp, has pride and belief in himself, and in the Navy of which he is a part.

Recruit training will now call for promotion of self-discipline, of maintenance of the dignity of the individual, of education in good manners, conduct and morals, together with renewed emphasis on educational opportunities available to the Navy man.

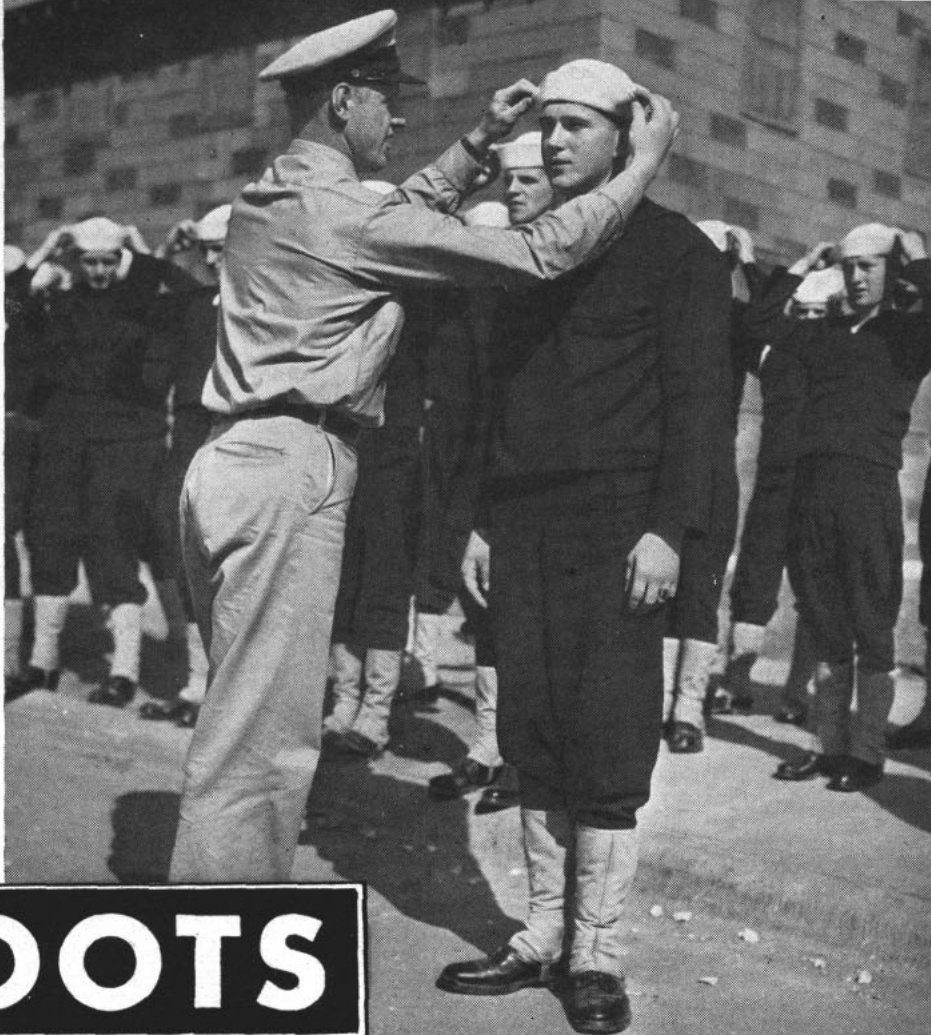
Specifically, the approach will be made by giving the recruit information about himself, his status in and importance to the Navy, his rights—and duties—as an enlisted man, a citizen and a member of society. Hours will be devoted to talks and discussions on the various aspects of citizenship and the privileges and responsibilities associated with it.

An important phase of the new program involves giving the recruit information and indoctrination in the principles and fundamental workings of democracy and his place in a democratic society.

The new concept embraces a greater recognition of the recruit as an individual, in line with a fundamental tenet of democracy—belief in, and respect for, the dignity of an indi-



—rifle qualification, military drill, correct has occurred in the concept of training.



FOR BOOTS

vidual. Planners of training feel that all who come in contact with the recruit must be conscious of this approach.

This doesn't mean pampering or "mollycoddling." The boot still will work hard and long, and he must adhere strictly to a high standard of conduct and military bearing. But those who deal with him will treat him more as an individual, will respect his rights, will manifest an interest in his growth in the Navy, and will mete out necessary punishment on a strictly impersonal basis.

The recruit is not told merely "what" to do. He is given the "why" behind the order. It is felt that knowledge of the reason behind it all will do much to promote cheerful, willing obedience to commands. As an example, if a recruit realizes that military drill is necessary in the Navy to train one to respond quickly to orders and to coordinate himself with his shipmates, he will better accept the long hours spent in drill. This is especially true if he knows that his quick response and coordination may some day save his ship in an emergency.

By indoctrinating the recruit thoroughly in the Navy's program of training, advancement and opportunities for education, it is hoped that ambition will be stirred within the

individual. The same thought is behind the teaching of good manners and right moral conduct. It is believed that the boisterousness shown by many enlisted men on liberty is caused by the fact that they just don't know how to conduct themselves. Advocates of the new plan firmly believe that if a person knows good manners, he will practice them.

Teaching table manners, how to ask a girl for a dance, and the many other points which make up proper etiquette may seem a far cry from making a sailor out of a civilian. The new program, however, considers these to be just as important. Perhaps more so, since this is an important factor in developing pride in self. And it is felt that if a sailor hasn't pride in himself, he cannot have the proper pride in the service of which he is a part.

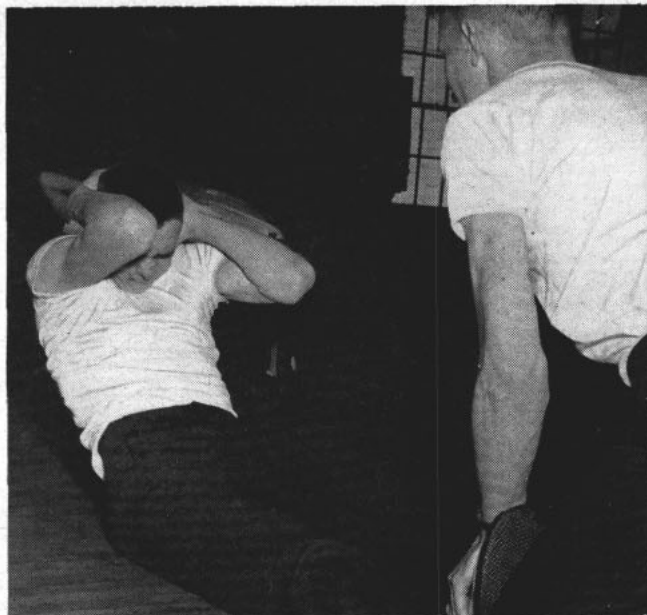
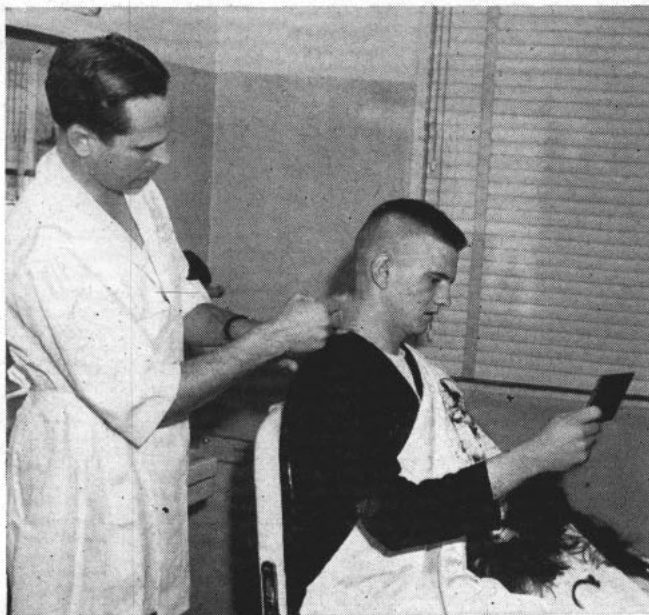
History, customs and traditions of the Navy will come in for a substantial portion of study time. Extensive use will be made of the new publication, *Your Navy* (see ALL HANDS, May 1947, p. 39). The origin and significance of customs and courtesies of the Navy, why they are important, and why they should be observed will be taught also. However, nothing will be taught without the all-important "why" factor.

A positive approach has been devised to the teaching of naval disci-

pline. In outlining the standard of conduct expected of each man, actual case histories will be used to show the value of a clear record, both in the Navy and later in civilian life. It has been found that too many enlisted men feel that naval discipline is something apart, something which has no counterpart in civilian life. The new concept proposes to show the similarities which actually exist between discipline in civil life and that in the Navy, between the limitations placed on a person by the laws of society and those placed on a sailor by the laws which govern the Navy.

In this connection, an important study is that which reveals how men become involved in serious offenses when it was not their intention to get into trouble. The idea is to point out to the recruit a point at which he must say to himself, "Now wait a minute; I'd better not do that!" In other words, an attempt will be made to develop discerning judgment, and along with this, to point out the place where a man who finds himself involved in difficulties should not hesitate to go to his officers for counsel and assistance.

The crux of the new plan lies in surrounding the young boot with officers and men who maintain a high standard of conduct and who are enthusiastic about the Navy. This is



RECRUIT HAIRCUT, famous the world over for speed and thoroughness, leaves young boot with dismayed look (left), but it'll save time during busy training period. That last sit-up is squeezed out (right) during the first physical fitness tests given.

important because the entire structure would be endangered through a careless word or deed on the part of an instructor or other person in charge of recruits.

Since the results of the program will be no better than the men who implement it, thorough indoctrination of those who will lead the recruits is essential. They must be fully aware of the attitude they are expected to manifest toward recruits, must know the overall objectives of training, the approaches used, and must conform to them rigidly. Finally, they must have a full realization of their responsibility in molding men for future usefulness in the Navy.

The Recruit Training Commands

are performing one of the most important functions in the naval service—providing the foundation for a life in the Navy. They start the naval newcomer on the training road which he will follow as long as he is in uniform. Here is put into operation the process of conversion from civilian to self-reliant and valuable Navy man. This process continues until he departs the center, prepared to pull his share of the load on board ship or at whatever station he may draw. In the interval, the young boot is exposed to many new experiences and ways of living. Some of these he finds pleasant, others not so pleasant, but all of them contribute to his transformation from a youth with perhaps few responsi-

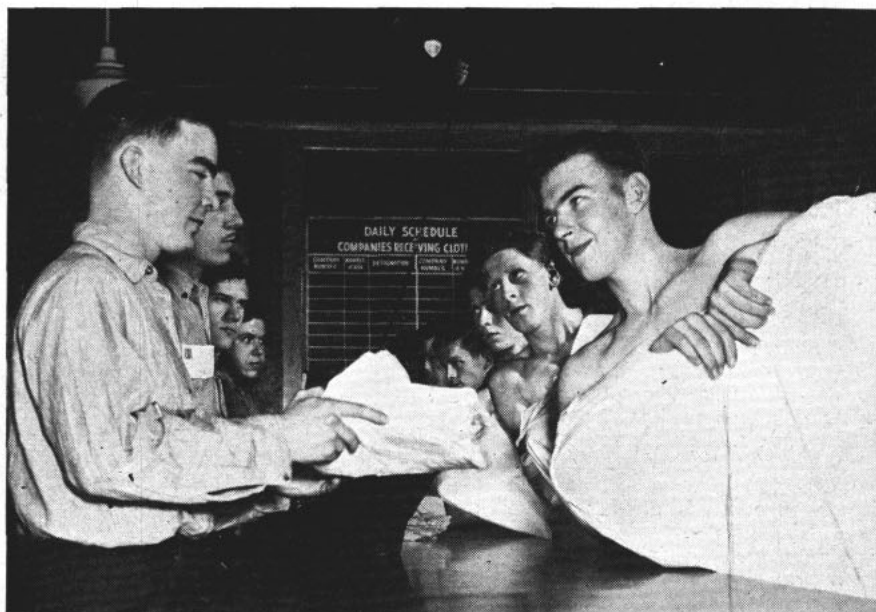
bilities to a purposeful individual, prepared to meet the future with a feeling of assurance and pride in himself and the uniform he wears.

There has, of course, been a great drop in the number of recruits passing through the training centers. At Great Lakes, for instance, there was a drop in recent months from the wartime peak of 60,000 to a mere 2,000. Thus, Bainbridge will be disestablished on 30 June and recruit training consolidated at Great Lakes and San Diego.

This consolidation of training, together with the increase in recruiting to provide replacements for the thousands of men whose enlistments expire in the next year (see *ALL HANDS*, May 1947, p. 58), will keep wheels turning at a lively clip at the centers. Wartime barracks again will be the scene of training activity—this time for the peacetime Navy.

Since the duties required of a seaman today differ in a marked degree from those in wartime, an appreciable shift has been made at the centers in emphasizing recruit training—in line with the new concept of training. When a man left boot camp during the war, his future was somewhat hazy. A few months might have found him in service school. Then again, he might be in battle, loading a 40 mm. The wartime emphasis, then, was to prepare a recruit for anything he might experience—as quickly as possible. Since he had to be able to take his proper place soon after reporting aboard, many of the duties which can be learned better on shipboard were taught him on dry land.

Planners of recruit training long have recognized the fact that a sailor is much more than one who swabs decks, loads guns or performs the other duties of his particular rating. He is a citizen of the U. S., a member of a democratic society, an individual with rights and responsibilities. Thus,



NEW WARDROBE is given recruits in issue room of receiving unit, following physical examination. Mattress covers are handy for carrying the bag issue.

peace brings a change in the fundamental principle of recruit training. The emphasis is shifting from the particulars of the naval trade to basic indoctrination.

Men fresh from boot camp still will be green, but only in those subjects which can be learned to better advantage on board ship. Here's a specific example:

Much time was spent in wartime classrooms in ship and aircraft recognition, particularly of enemy craft—for an obvious reason. Today, the spirit of recognition is retained, but not to the degree made necessary by the war. The objective now is merely orientation in this field.

The fundamentals of training have changed, and so have the instructors. In wartime, a professional teacher may have been teaching seamanship because sea-going personnel could not be spared. He has been succeeded by an experienced Fleet man who is perhaps not so much a teacher (he's learning that, too), but who is thoroughly steeped in the "know-how" of what it takes to make a sailor.

Admittedly, the most important man in the scheme of recruit training is the CPO who is company commander of each recruit company. Recruits are organized into companies of 80 to 100 men. When the company is formed, the chief is assigned as company commander. He remains with the group until training has been completed and the boot is ready to take his place in the Fleet. To the men serving under him, the chief is teacher, mom, pop and a good right arm. He takes his men to the barracks, assigns them bunks, shows them where and how to stow their clothing, where to eat, bathe and wash their clothing, and how to fall in for drill and muster. He gives them many of the lectures explaining what the Navy is about, what it expects of them and what they may expect of it.

More than any other man, the com-



CLEANLINESS, of prime importance on board ship, starts at boot camp. Bag inspections on competitive basis promote scrubbing clothes often and early.

pany commander molds the recruit in his attitudes about the Navy. The most important link in the chain that is the training course, he has direct supervision of the men in his company and is responsible for their accomplishment of the training mission. He is, in effect, the man who fosters them in their first uncertain steps in their new career. As such, he is considered by many to be the most important man in the Navy!

The new concept provides complete indoctrination of these men who lead the recruit. Note that the term "lead" is used. Formerly, the expression "pushing a company" through training was used by company commanders to describe their duty. The present concept of training has changed the word-

ing to "leading a company," and the leading aspect is a 24-hour-a-day job for the company commander. It is now recognized that only a good leader can be a successful company commander, and top-notch chiefs constantly are in demand for this important duty.

Let's take a look at a schedule which will typify the training to be given in the boot camps. Oldtimers may find it little changed, but bear in mind that there has been a revolutionary change in concept.

Recruit training today extends over 14 weeks, of which 10 are devoted to prescribed training; one to training in necessary services such as mess cooking, sentry duty, and watch standing; two to recruit leave; and one in preparing to go out into the Navy world. A recent innovation is the week after leave, called the "retraining week," during which the recruits are given review, final indoctrination lectures and drill before being processed out in drafts to their next assignments.

The 10-week training period is divided into elementary and advanced training phases. In the first, an intensive program of military and physical training is carried on so that the recruit will be ready quickly to play his role in the training organization. His indoctrination in the important subjects embraced by the new training concept begins in this period.

This opening phase is the transition period, perhaps the most difficult for the recruit. While he is being instructed in the military aspects of his new life he also is undergoing changes in ordinary living. He is trying to get used to his new wardrobe, dental work to correct deficiencies found on entering the center is started and routine preventive inoculations are begun by the medical department. The value of acquiring bonds and insurance is stressed, as is the desirability of registering allotments. The availability of



RELIGIOUS TRAINING is provided at training centers by chaplains of each denomination, who encourage recruits to follow the religion of their choice.



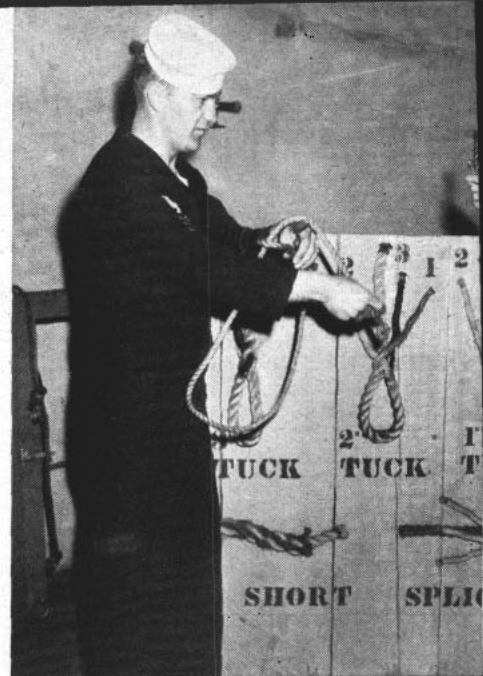
NEATNESS in stowing clothing will pay dividends later when the recruits join the Fleet. A company commander demonstrates the Navy way to the boots.

family benefits is explained and the procedure started for participating in these features of naval service. This part of the recruit's life is hectic and often very perplexing.

While getting acquainted, the recruit learns how to wear his uniform properly. He is told that a sloppy uniform is frowned upon, not because the Navy wants everyone to look alike, but because it detracts from neatness—necessary in men as well as in ships and equipment. He learns that a sloppy sailor makes for a sloppy ship, and that a clean, neat uniform goes hand in hand with pride in the uniform—which, in turn, reflects pride in the service. The clean, neat uniform properly worn is good advertising—both for the individual and for the Navy!

The company is divided into sections, each in charge of a newly-appointed apprentice petty officer. These APOs usually are the oldest and most experienced men in the group, and are responsible when the company commander is absent. Other recruits are designated as company yeoman, mail orderlies, MAAs, and company, platoon and squad leaders. All routine matters are carried on by the recruits themselves, an important factor in developing self-confidence and personal pride.

By the time the neophyte has entered the advanced phase of his training he has settled down somewhat, learned some of the ropes and adjusted himself to his new surroundings (and adjustment comes easier for the post-



SEAMANSHIP classes include knot tying, 'know-how' of what makes a sailor. Knowl

war recruit because his youth gives him a flexibility not always seen in the average wartime recruit). He already has changed in physical appearance. The sun under which he has marched for hours on end has tanned his body, and the physical exertion required by obstacle courses, calisthenics and drill under arms has started muscles bulging.

Advanced training introduces the recruit, in a more formal way, to sides of his Navy life with which he will be expected to be conversant during his life in the service, regardless of the rating he may choose.

The curriculum spreads out to embrace ordnance, seamanship, first aid and hygiene, small arms training, fire-fighting and other subjects with which a seaman must be familiar in order to take his place properly on board ship. Emphasis on these subjects is as great as before. They are important, not only because of the knowledges and skills learned, but also because part of the pride the recruit will feel in the Navy comes from knowing of its many aspects—from the whys of discipline right down to tying a bow-line.

During his training period, the recruit undergoes extensive classification tests and interviews to determine his mental and physical qualifications. This enables the Navy to place him in the job for which his abilities are best fitted, or in one which has qualifications that he can be expected best to acquire. The qualification or "Q" card is prepared, based on this testing. It becomes a part of his record, to follow him throughout his naval life.

Cleanliness is stressed throughout training. The recruit is impressed that he must be clean in person, and that his barracks must be kept spotless. This is considered to be important training for shipboard duty, where



GROUND TACKLE instruction remains part of sound framework of basic indoctrination tested by peace and war, which is unchanged by new training concept.



rope splicing and weaving, giving recruit edge gained helps promote pride in Navy.

cleanliness is necessary. Frequent bag inspections induce the habit of scrubbing clothes often and early, since inspections are on a competitive basis and a dirty or missing article is quickly spotted. This hurts the record of the entire company, so untidy habits soon are observed. A recruit who causes his company to lose a competition or perhaps an extra liberty soon becomes unpopular. Here is democracy in action, the teaching that through working for his shipmates the recruit promotes his own good.

The recruit's progress in training is observed closely by subject tests and reports. Before graduating, he must take an achievement test. The results indicate the quantity of the training he has absorbed and also the quality of the instruction to which he has been exposed. This double check is important, because the new plan works at training from both ends.

Off-duty entertainment aids the recruit in adjusting to his new life. Many recreational facilities are provided: swimming pools, gyms, basketball, tennis and handball courts, and baseball and football fields. There are theaters for movies and stage shows, bowling alleys and pool tables. Libraries are well-stocked with books, both for pleasure and reference reading. This all helps to relieve that "lost" feeling experienced by young recruits away from home for the first time.

However, old salts shouldn't get the idea that boot camp is going soft. The recruit day is far from all play. At 0530 the boot is out of his sack, and before 0745 has eaten and cleaned up his barracks. After morning quarters, personnel inspection and company commanders' talks, classes begin. These continue all day, with time out for meals. The evening meal is finished by 1800 and taps sound at 2130 to end a busy day.

The object of recruit training, there-



MAGAZINE LOADING on a 20 mm. gun gives the recruit an insight into a phase of ordnance which is valuable, regardless of the rating which he may follow.

fore, is to "make sailors out of civilians," to turn out men who know how to take care of themselves, who are thoroughly indoctrinated in discipline, and who have pride and confidence in themselves and in the Navy.

But the indoctrination of the recruit must not stop with recruit training. The fundamental concept of this training must be continued wherever the recruit might go for his next duty—afloat or ashore. Officers and petty officers throughout the Navy must become acquainted with the nature of the recruit's indoctrination at the training centers, and see that it is continued. This is considered most important, because these men are to become the "backbone" of the Navy.

The recruits of today become the

petty officers, warrant and commissioned officers of the Navy of the future. The strength of the Navy, therefore, will depend upon the strength of character and the ability of these men. Planners of recruit training expect to provide all commanding officers with specific information as to the concept of recruit training, what its objectives are, and how recruit training will go about accomplishing these objectives. This information is to be given with the full expectation that it will be used throughout the Navy to follow through on the molding process. Only through this means will the desired outcome—the development of a capable, confident and effective fighting man—be achieved.



SWIVEL SHACKLE on cargo boom illustrates another part of the recruit's basic training, which is designed to provide the Fleet with better all-around sailors.



CAMERA! Action! (above). Coffee drinkers relax after day's work (top center).



FRIGID Antarctic weather a la mode (above). Dental check-up (below).



A POLAR VICTORY

By R. Adm. Richard H. Cruzen, USN
Commander Task Force 68

PARAMOUNT among the beneficial results derived from Operation HIGHJUMP was the extremely valuable knowledge and experience gained by the 4,000 officers and men who manned the 13 ships of Task Force 68. Only a very small nucleus of naval personnel had ever been above the Arctic circle and even less had ever entered the domain of the penguin.

Yet, these same men today provide the Navy with a force of experienced personnel who have an insight into the problems connected with operations in the polar areas. In the three months spent in the Antarctic waters, Task Force 68, with its regular Navy personnel and standard equipment developed during the war, learned more about the Antarctic than had previously been brought to light in the past hundred years of polar exploration.

The Task Force, operating in three groups with a combination of air-sea striking units, encountered and learned to overcome the problems which are to be met in polar areas—this was one of the primary objectives of the expedition.

One example of the kind of training which will prove of value in future expeditions is illustrated by the air groups of the East and West wings in the operation of seaplanes (PBMs), and tenders in the open seas of the Antarctic. At first, this operation seemed impossible, but despite the ice, heavy swells, high winds, and miserable weather, planes were launched and retrieved with a high degree of efficiency.

New problems were met constantly, for everything in the Antarctic is unpredictable. PBM pilots on long range photographic flights frequently encountered blinding snow propelled by 70-knot winds. Depth perception and perspective were lost over the glaring snow and ice. Pilots had to fly on instruments nearly at all times as a bad guess could mean disaster. Maintenance men aboard the ships were forced to overcome the difficulty of performing precision work on seaplane decks while exposed to severe cold weather and heavy seas.

At Little America IV, men learned to unload ships in record time, construct the base camp, how to live in polar weather, and what is more important, how to overcome the unforeseen obstacles that arose from day to day.

Invaluable navigational experience was obtained in forcing the ships through the ice pack which surrounds the continent. Unlike other years, the stubborn pack was the toughest ever reported. Except for the submarine *uss Sennet*, ships of the Central Group were taken through successfully despite their thin hulls. Even the de-



FOR MEN, SHIPS

stroyers, notorious for the thinness of their skins, operated far into the ice areas. From this we learned that with some added hull protection there is little question but that naval ships can operate effectively in a great portion of the ice strewn waters surrounding the poles.

Careful testing and examination of equipment, clothing, food, etc., revealed that, in general, standard Navy supplies were satisfactory. It is expected that as a result of further analysis, some recommendations for the modification of present equipment and for the development of certain new items will be made based on reports now being studied.



Rear Admiral Cruzen

Under experienced leadership, such as the Navy now has, I believe that further scientific explorations could be carried out at either pole as routine operation. With a few exceptions, no special training appears necessary.

Of the 6,000,000 square miles of the Antarctic continent, little has actually been explored to any great extent. Some of this has been mapped aerially while no man has ever set foot upon certain other regions of the land. In the years to come, as long as men are interested, exploration of the Antarctic will continue. Since the end of the war, we have not only been living in an atomic age but we have come into the age of the polar concept. More and more countries are turning their attention to the poles. It is especially significant to note that in recent years the Arctic has begun to yield its secrets such as the Naval Petroleum Reserve at Pt. Barrow,

Alaska, far above the Arctic circle. Today we are building weather stations in the Arctic and daily flights travel over the Arctic ocean. With this in mind, it is conceivable that the Antarctic may be exploited and its resources made available.

While, at the present time, a complete year-round station in Little America is practical, as demonstrated by Operation HIGHJUMP, a large well equipped task force can accomplish its objective in a few short months and return to United States ports, thus escaping the severe Antarctic winter.

With regard to future naval operations in the Antarctic, it is my hope that the Navy will continue to cooperate with other governmental agencies in acquiring scientific knowledge of the polar areas. The Navy, if called upon, is well prepared and equipped to undertake polar exploration, either in the Arctic or the Antarctic.

DIGGING out from Antarctic blizzard that raised havoc in the party's camp.



MR. ICE-Whiskers (above). Plane crew tows survival gear to plane (below).





DEDICATED T

HE'S a fighting man, but his arms are the weapons of mercy.

He wears "the red badge of courage," and his foe is death.

Dedicated to humanity, he labors on fighting front and in hospital and laboratory to save the lives of his comrades.

He's the hospital corpsman, known to Boot and Admiral alike as "Doc."

His nickname reflects his standing in the service for, in a way, he is a doctor. The pharmacist's mate is the Navy's answer to a universal need for a man skilled in the art and science of medicine—not as widely as an MD, but capable of performing first aid and minor surgery, attending to sanitation needs, caring for patients, and having a working knowledge of such things as materia medica, nursing technique, epidemiology and internal medicine.

The hospital corpsman's skill and courage in World War II won him everlasting fame and the undying respect of sailors and marines with whom he served. With the Marine Corps he marched under pack in the hot sun and sloshed through the mud. He hit the beach with assault forces, working under fire to save countless lives. In this heroic work, 889 hospital corpsmen were killed or mortally wounded.

Others served gallantly on board combat vessels and in the hospital ships which evacuated the wounded from combat areas. One pharmacist's mate even took over "command" of a ship. This was the USS *Twiggs* (DD 591), all officers of which were killed or wounded in a Jap plane bombing. With the ship sinking fast, the hospital corpsman directed abandoning of ship so efficiently that all wounded and others not missing in the explosion got off safely, except for one man, a non-swimmer.

There were many examples of outstanding service performed by men who did not have the opportunity to

serve in combat areas. Far from the sound of the guns, they went quietly about their work, caring for the sick and wounded and assisting in research that introduced new techniques in medicine and surgery. Their work was important, too.

It's all summed up in the words of Vice Admiral Ross T. McIntire, MC, USN, Surgeon General of the Navy during World War II:

"...And without discounting one bit the accomplishments of the doctors and nurses and the specialists, it can be said to the everlasting credit of the Hospital Corps that the maximum of the accomplishment of the Medical Department's mission was due to them."

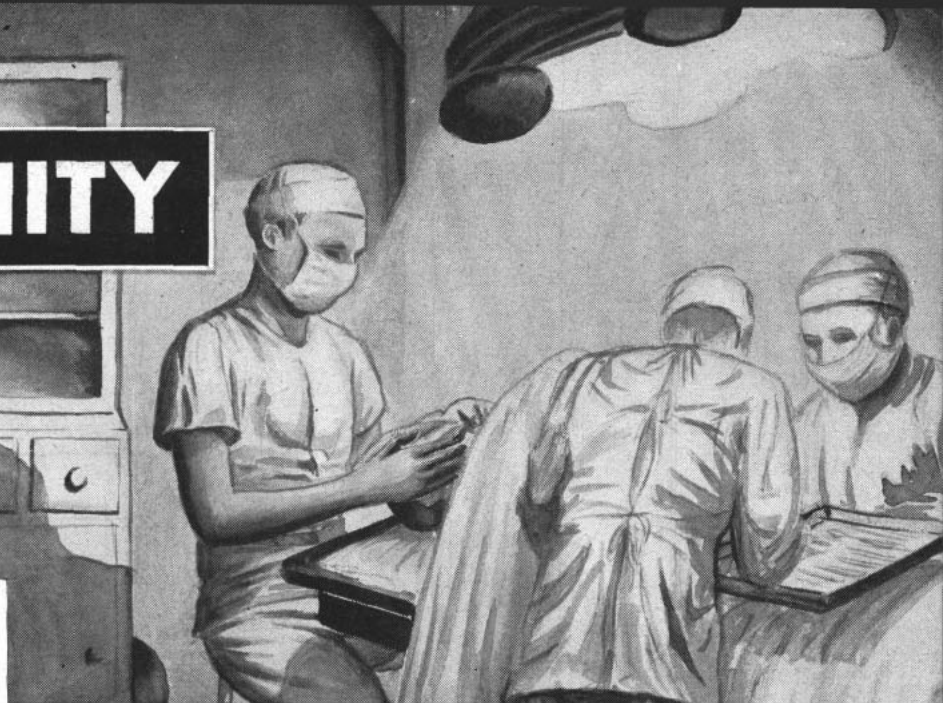
The hospital corpsman, however, hasn't always had his present high standing, his skill, or even his title. These were acquired during a long, slow evolution of the corps.

The Hospital Corps was not established as an organized unit of the Medical Department until 17 June 1898. Care of the sick and injured in the Navy previously was provided by persons known by various names and titles. They were appointed, or enlisted, from time to time by order of the Navy Department.

In the Navy's early days, the sick and injured afloat were cared for by the surgeon and the surgeon's mate, assisted by crew members detailed to help in emergencies. These helpers were usually very young boys or old men, who presumably would not have been missed in combat, and who were not qualified as medical assistants. They were known by the odd term, "loblolly boys," a name which probably originated in the British Navy. Loblolly was a thick gruel fed to the patients. The first official use of the name in the U. S. Navy appears in Navy Regulations, 1814, which states: "The loblolly boy is to serve the surgeon and surgeon's mate."

Surgeons were commissioned officers and surgeon's mates were warrant officers. Their appointment first was authorized by the Continental Congress in 1776. Later, the title sur-

O HUMANITY



geon's mate was changed to assistant surgeon.

Successor to the loblolly boy was the "male nurse," established by a Navy Department General Order of 1861, which stated: "There shall be allowed to each vessel commissioned for seas service, with a complement of less than 200, one nurse, and with 200 and over, two nurses . . . to be appointed by the surgeon and approved by the commander of the ship, and to be borne upon the ship's books for special service upon the sick."

Use of the term "bayman" came in about 1873. The title was recognized officially in Navy Regulations, 1876, and was used until the Hospital Corps was established in 1898. A bayman was enlisted as a landsman for general service and rated bayman by the commanding officer on recommendation of the surgeon or senior medical officer.

"Surgeon's steward," forerunner to the present pharmacist, has a vague record. It is believed, however, that it was first used soon after the establishment of the Bureau of Medicine and Surgery in 1842. A letter in the old files of the Bureau, dated 5 May 1843, reads in part: "A circular is now under consideration to allow a surgeon's steward to all hospitals and vessels, without necessity to sign articles, but to be appointed."

The surgeon's steward originally was enlisted as landsman or seaman, then appointed by the commanding officer on recommendation of the vessel's surgeon. Classed as a petty officer, he could be disgraced for incompetence or misbehavior. In 1861, however, his status was changed to "appointed petty officer." Appointments were made for the "duration of the cruise," and he was subject to discharge for misbehavior, "the fact of misbehavior to be established by a summary court."

By circular order of the Navy Department, dated 8 Dec 1866, surgeon's steward was changed to apothecary. This, in turn, was changed to hospital steward with the advent of the Hospital Corps in 1898.

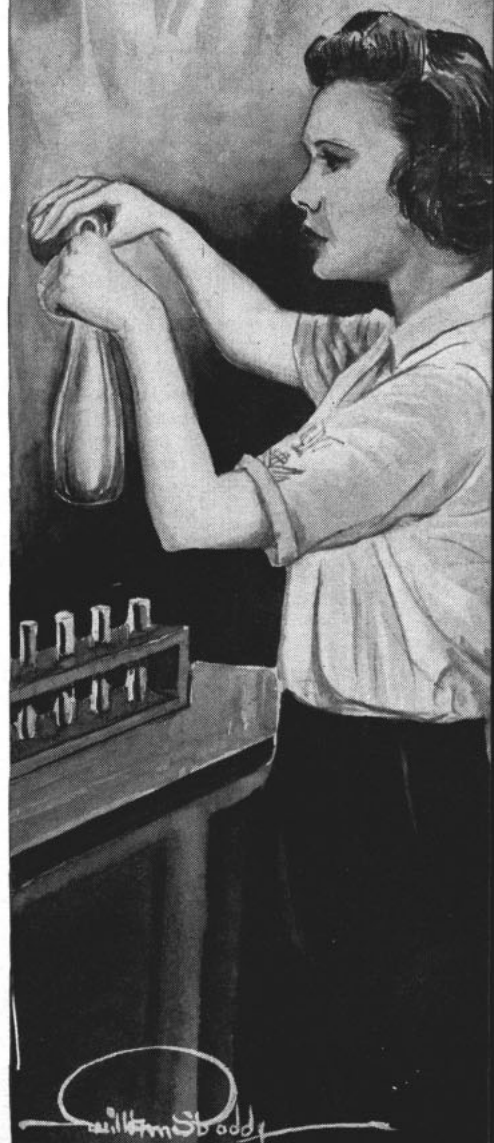
During the period 1842-1898 there was wide overlapping use of several

of these terms, and records are incomplete as to exactly when one term fell into disuse and another was picked up. Actually, during certain periods two or more of them were used simultaneously.

The act establishing the Hospital Corps provided that it should consist of 25 pharmacists with the rank, pay and privileges of warrant officers, to be appointed by the Secretary of the Navy and removable at his discretion; as many hospital stewards, hospital apprentices, first class, and hospital apprentices as in the judgment of the Secretary were necessary; and that the corps should be permanently attached to the Medical Department of the Navy. The duties to be performed were specified, and pay of the enlisted members was fixed. An act approved in 1912 provided that pharmacists after six years from date of warrant, and after having passed the prescribed examination satisfactorily, should be commissioned chief pharmacists.

Present organization of the corps is in line with an act approved 29 Aug 1916, which provided that it should be a constituent part of the Medical Department of the Navy; that its authorized strength should equal 3.5 per cent of the authorized enlisted strength of the Navy and MarCorps combined, and should be in addition to these; that it should consist of chief pharmacists, pharmacists, chief pharmacist's mates, pharmacist's mates, first, second and third class, and hospital apprentices, first and second class; and that enlisted men of other ratings in the Navy and MarCorps should be eligible for transfer to Hospital Corps, and vice versa.

In World War I, in the absence of legislation permitting commissions above the rank of chief pharmacist, temporary commissions were given in the Medical Corps for a number of warrant and chief warrant officers. These officers, while they wore the



William Stoddy



UNDER FIRE, hospital corpsmen during war labored to save lives of comrades. Deeds won them everlasting fame and undying respect of sailors and marines.

Medical Corps insignia, were assigned duties in medical administration. Highest rank attained was lieutenant.

During World War II, temporary commissions were given in the Hospital Corps up to the rank of commander, and legislation is under consideration in the present Congress to establish commissioned rank in the Hospital Corps. This would permit permanent commissioned rank above chief pharmacist.

That, very briefly, is the history of the Hospital Corps, an evolution which has seen the untrained loblolly boy emerge as a highly skilled pharmacist's mate in the modern Navy. The change didn't come about by happy circumstance. The hospital corpsman's emergence as a trained worker was the result of years of schooling and experience.

As in other branches of the Navy, training in the Hospital Corps hit its peak during World War II. In addition to general training of nearly 200,000 men and women who served in the corps during the war, added impetus was given to the technical program. In 1939 there were 756 men in 15 technical categories. In 1945, there were more than 60,000 persons in 45 technical classifications.

Also, there was further specializing within classifications. For example, aviation medicine technicians were given additional training in air evacuation; medical illustrators were schooled in the special technique of illustrating the acrylic (artificial) eyes; orthopedic mechanics were taught necessary skills for producing and fitting special appliances; training of men for the rehabilitation program was broken down into handling of special kinds of patients, the blind,

the deaf or hard of hearing, and the orthopedically handicapped.

To graduate from a Navy Hospital Corps school, the student must master the fundamentals of anatomy and physiology, hygiene and sanitation, minor surgery and first aid, nursing and dietetics, materia medica and toxicology, and elementary chemistry, laboratory and pharmacy procedures.

Following graduation, the hospital corpsman normally is assigned to duty in one of the Navy's hospitals, where his training continues. He makes practical application of what he has learned in theory, at the same time studying to advance in rating.

Goal of most hospital corpsmen is "independent duty," that is, duty independent of a medical officer. They're not trying to get out from under the supervision of the medical officer. Independent duty is a vital service, important ashore and afloat.

The Medical Department's mission is to preserve the health and physical condition of Navy men—to keep them in top fighting trim at all times. The mission is world wide in scope and entails heavy responsibility. Unfortunately, the nature of the Navy—its numerous units and activities, their extensive distributions and the various tasks to which they are assigned—does not permit the assignment of a medical officer to each unit.

In order to meet the need for full medical coverage to all naval activities, hospital corpsmen of the higher ratings are trained to carry out the Medical Department's mission and to serve in certain units, independent of a medical officer. This duty, ashore and afloat, with both Navy and Marine Corps commands, generally is performed by CPHMs and PHM1s. When

so assigned, these men represent the Medical Department of the Navy.

They are not assigned as substitutes for medical officers, but as men qualified in first aid, sanitation, and clerical administration, to relieve commanding officers of details of managing the health of the crew and the care of the sick and injured. By virtue of his training, a PHM can bridge the gap between the unskilled man and professional medical doctor. This is very important, because not all patients can be treated immediately by a medical officer, especially in wartime.

The Navy long has recognized the need and usefulness of medical personnel assigned to smaller ships, small detachments of marines and Seabees, and to certain outpost duty, independent of a medical officer. The pharmacist's mate is the answer.

On independent duty, the pharmacist's mate is IT. His position is one of the strangest in the service. It has been said that the ship's cook hates him at galley inspection and loves him at sick call; that the goldbrick courts his favor and the really sick avoid him; that the commanding officer thinks he is a pest—and frequently is grateful that he is.

Upon the commanding officer is placed the responsibility of preserving the health of the crew, and in this connection he frequently consults with the local Medical Department representative. BuMed believes that commanding officers may rely on CPHMs and PHM1s for valuable assistance when more skilled medical aid cannot be obtained. This belief has been well borne out by the performance of these men on independent duty.

In carrying out his duties, the hospital corpsman consults with and obtains the advice of medical officers as frequently as possible. He is expected to make periodic recommendations to his commanding officer regarding the proper care of the sick and injured, and to include in his recommendations the need for services of a medical officer, of assistance required by him or other crew members, or the necessity of transferring a patient to stations or institutions where proper treatment can be obtained.

There have been times, particularly on submarines on war patrol, when the hospital corpsman on independent duty was forced to take on the heavy responsibility of emergency surgery in order to save the life of his patient.

Many pharmacist's mates on independent duty have been instrumental in promoting the morale of their shipmates. As enlisted men, they were able to know their comrades better than any other person aboard and to build up a confidence in themselves that was an inspiration to all hands. As one of the crew, yet characters apart, they frequently were asked for advice on many matters other than medicine, and they had to stand ready to pinch hit for the chaplain, the educational officer, the legal officer and possibly the psychologist and the psychiatrist.

It is not generally recognized that

the Marine Corps has no medical department of its own, that all of the medical functions in the corps are performed by the Navy, and that the doctors and hospital corpsmen who performed the feats of mercy and healing so widely heralded during the war were Navy personnel.

In fact, so little attention was paid to this in the service itself, that many medical officers and hospital corpsmen during World War II were rather shocked to receive orders transferring them to the Fleet Marine Force, Pacific.

Before the war, marines were inclined to envy the hospital corpsmen assigned to them. By regulation, the hospital corpsmen were exempted from many of the duties which the marines had. For instance, they did not have to stand guard duty. With the war, this changed. The hospital corpsmen endured the same hardships and dangers which confronted marines. They accompanied them into battle to perform their work under fire. And in the aftermath of battle, they cared for the wounded. The attitude of the marines changed to deep respect.

Even with death, the work of the hospital corpsmen didn't end. The work of caring for the dead in combat is an unpleasant but noble task, essential for maintaining morale and sanitation on the battlefield as well as a humanitarian duty. There was little glory but plenty of hard work and danger for the hospital corpsmen who recovered, identified and memorialized the dead.

Wave hospital corpsmen did not serve in combat areas, but they are given no small part of the credit for the corps' work in the war. In September 1942, BuMed recommended that Waves be enlisted in the Hospital Corps in order to replace male technicians for assignment to sea duty and overseas medical activities. In order to meet the increasing need for hospital corpsmen under limitations of manpower, it became necessary to replace with Waves approximately 25 per cent of male hospital corpsmen on duty within the continental limits.

Newest battle into which the hospital corpsman has entered is rehabilitation, the grim, never-ending aftermath of war. Just as heroic as the work done in combat is the task being done by these hospital corpsmen. Where one labored to save lives on the battlefield, the other works to bring life once more to shattered bodies and minds. Many of the personnel engaged in this work are responsible for new techniques in plastic surgery, in the fitting of artificial eyes, in orthopedic treatment.

We don't profess to know what the future holds for the hospital corpsman. Perhaps the atomic age will find him a worker in radiological safety, garbed in strange dress. Whatever the task, however, you're sure to find the hospital corpsman in the thick of it, doing his humanitarian duty. That is his heritage.



FLIGHT DECK of USS Bennington (CV 20) has withstood over 18,000 arrested landings since composite wood decking was installed in landing area in 1944.

NEW DECK MATERIAL IS LIGHT, TOUGH

A five-year search by the Navy for a new composite wood decking material combining the advantages of Burma teak—used on weather decks of battleships and cruisers since 1901—with the light weight of Douglas fir has paid its first dividends. Further research is expected to bring even better results. The new composite wood decking, experimentally installed in the landing area of the flight deck of USS Bennington (CV 20) in 1944, has withstood over 18,000 arrested landings.

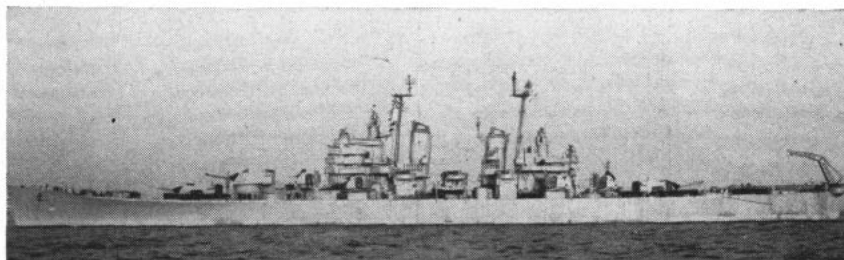
The first requirement set up for the new wood was durability. It had to meet, also, the criteria set by Burma teak in its dimensional stability after seasoning, non-splintering and non-corrosive qualities, the ease with which it can be worked with tools and its high-strength-with-moderate-weight ratio. Then the new wood had to be as light as Douglas fir and still not splinter and fray under the impact of plane landings as Douglas fir does.

The wood, as finally developed, is three inches in thickness—the same as when Douglas fir is used—and consists of $\frac{1}{2}$ -inch compregnated face, three $\frac{3}{4}$ -inch redwood core laminates and $\frac{1}{4}$ -inch cottonwood "compreg" under surface.

A modified design of two-inch thickness also was developed and has been installed on USS Toledo (CA 133) for experimental purposes. The higher initial costs of installing these new deckings are offset by longer service life and by fewer fastenings and less caulking required due to greater width of decking.

The new decking was developed by BuShips with private industry.

A single heavy cruiser of modern design—the 27,500-ton USS Hawaii (CB 3), for instance—requires 76,000 board feet of two-inch thickness teak decking. Approximately 250,000 feet of three-inch Douglas fir decking is required for a typical Essex-class carrier, such as the Bennington.



MODIFIED design of two-inch thickness was installed on USS Toledo (CA 133) for experimental purposes. Higher initial costs are offset by longer service.

NAVY'S SUPERMARKET



LONG ARM of Navy supply stretched 6,000 miles across Pacific to this Australian dock where tools of war were loaded.

IT'S PERFECTLY accurate to paraphrase that old adage about the Army, and state that the Navy floats on its stomach. Accordingly, some of the Navy's best brains, and a good share of the Navy's funds and energy, are concerned with feeding and clothing the Navy's men and providing the tools with which they fight. Navy supply is a big-time operation. Without it, the battle line could not exist.

The Navy currently is engaged in overhauling this supply operation. The overhaul, inspired in part by the lessons of war, will make more efficient, more economical the procurement of supplies and their distribution to the Fleet. The Navy's enormous, ramified supply operation will be known henceforth as the Navy Supply System.

Time was when the local druggist called himself a chemist, and dispensed medicines exclusively. Today there are drugstores where you can buy a lawnmower, a bow tie, the latest best-seller and a blue plate lunch. If you look carefully, you'll find the medicine shelves in a rear corner behind the sporting goods.

Something of this sort is happening in Navy supply. Under the Navy Supply System, clothing and provisions, ordnance and aircraft parts, electronic spares and candy bars, searchlight lenses and anchor chain, all will be dispensed through a coordinated system of supply under the supervision of BuSandA. The Navy's other bureaus will continue to exercise technical functions of supply over items for which they have procurement control. Of course, the Navy Supply System isn't as simple as that, but that's the basic idea.

BuSandA's new positions with regard to Navy supply may come as something of a surprise to those who assumed that bureau's activities were as all-encompassing as its name. But BuSandA has not always had responsibility for performance and centralized direction of all naval supply functions, as it will under the Navy Supply System. Over a period of years, culminating in World War II, some 30-odd supply systems grew up to handle the increasing diversity and complexity of naval materials. Most of these relatively independent sys-

tems were administered by the technical bureaus themselves, from purchase to issue.

Studies over a period of years have shown that these varied supply systems had many things in common so far as the supply function is concerned, despite their differences in technical matters. It became apparent that, assuming the technical problems could be accommodated, the Navy's diverse materials could be handled by a single supply system. The Navy Supply System has thus evolved from the several wartime systems, adopting the good features of many of them. It is not so much a new system as a synthesis of existing systems, many of which have withstood the severe tests of time and war. The Navy Supply System, as such, has been under discussion for about a year among BuSandA, other bureaus, CNO and SecNav. The go-ahead signal was given by SecNav recently, exempting only BuMed from the provisions of the system. The highly specialized nature of BuMed activities was, of course, the reason for this.

Under the Navy Supply System,

procurement of all items of naval material of a replenishable nature, and that means everything but planes, ships, buildings, real estate and the like (except BuMed supplies), will be controlled in an integrated operation. Not only will procurement control be thus integrated, but so too will be financing, inventory, stockpiling, storage, accounting and issue. A primary advantage will be a centralized means for determining the Navy's demand by types of material, and arranging for supply of that material to meet the demand.

Though it will lead to simplification, the Navy Supply System is still a pretty intricate thing to talk about. One approach to a description of the system is consideration of its control points, of which there will be four at successive levels of naval administration. They are:

- **Policy control**—This will be exercised at the AstSecNav-CNO level, for direction and evaluation of effort. In other words, it is here that the Supply System will be judged as to whether it is giving the Navy adequate, efficient logistic support, that the Navy may carry out its missions. Information on long-range operational requirements will be provided here.

- **Operational control**—This will be exercised at the naval bureau level, the technical bureaus providing technical direction and BuSandA providing coordination of the supply operation.

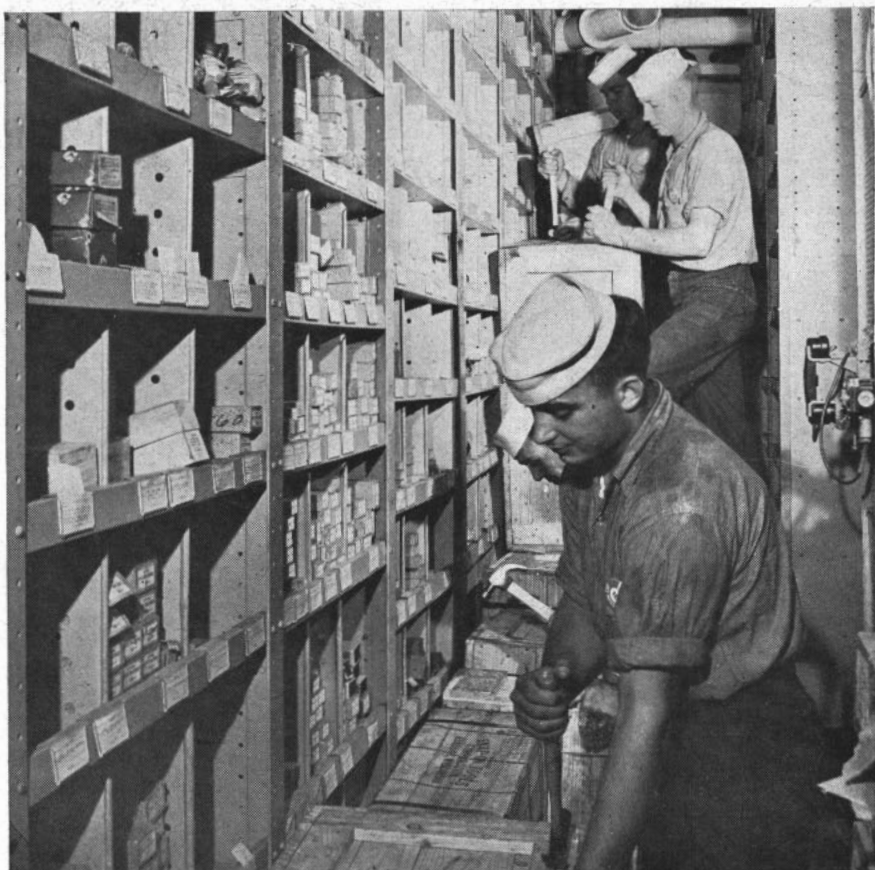
- **Inventory control**—This vital, working-level control will be exercised by "supply-demand control points," set up under the new system. Performing both technical and supply functions, the control points will have the all-important functions of standardized cataloging of all naval material, determination of requirements, procurement, distribution and disposal. The control points are discussed in more detail below.

- **Local control**—This will be exercised at the issue point through a new Supply Center organization, which also is discussed below.

Now, how will the Navy Supply System work?

Naval material comes in a huge number and variety of individual items, and they fall naturally into groups or types. As materials have developed in the past, they came under cognizance of the bureau most interested in them. BuShips thus has its list of material which it procures and issues, BuAer its list, and lists are held similarly by BuOrd, BuSandA, BuMed, BuDocks, even BuPers, which procures and distributes library books and training equipment.

Procurement and issue of any material involves certain functions, which may be grouped under one of two headings: Technical Functions and Supply Functions. The technical functions include research and development of the material, design, determination of requirements, technical supervision of cataloging, storage and issue (determination of allowance



BOLTS AND BEANS, shoes, sealing wax and cabbages, all will be financed, stored and issued under new, coordinated Navy Supply System, with BuSandA as overseer. Engineers' stores (above) and general stores (below) are carefully filed.





ESSENCE of Supply. Technical, highly intricate business of supplying the Navy really boils down to this—a bag of onions on the shoulder of a bluejacket.

lists), inspection and maintenance. Supply functions include cataloging, inventory control, procurement, storage, transportation, accounting, the administrative aspects of issue, and disposal.

Obviously, supply functions are essentially the same no matter what the type of material; technical functions may vary widely among different types of material, and must be performed by experts in specialized fields. And that is one of the basic problems which the Navy Supply System meets: to provide a standardized, efficient, economic system of supply for all naval material, and yet allow for widely varying technical functions which may not lend themselves to standardization.

This is provided at the supply-demand control point, mentioned above. These control points will be known as "supply offices," each with cognizance of a category of material, and responsible for both technical and supply functions with regard to the assigned category of material. Each supply office will operate under joint direction of BuSandA and whatever technical bureau or bureaus may be interested in the particular category of material. In effect, a specialized system of supply is established for each major type of replenishable material (ordnance, ships' parts, electronics material, and the like), while over-all coordination of the supply system is provided by BuSandA.

According to the recommendations

for establishment of the Navy Supply System, these supply-demand control points ("supply offices" with titles such as Ordnance Supply Office, Yards and Docks Supply Office) will be established to handle the following categories of material: ordnance, yards and docks, ships' parts, electronics, searchlight, gyro, submarine, general, provisions, ship's store, clothing and aviation.

Another major innovation in the new Supply System occurs at the point materials are issued to the Fleet. A reorganization here will include establishment of Naval Supply Centers to serve the Fleet with material logistics support, providing all types of naval materials. Currently, four such centers are planned, one each at New York, Norfolk, Oakland and Puget Sound, to serve Atlantic and Pacific Fleet units and off-shore bases and shore stations in the areas. Each supply center will be composed of depots and/or branches which will specialize in the stocking of a particular category of material. These depots or branches will be coordinated in their operation by the Supply Officer in Command of the Naval Supply Center. In addition, this center commander will control the use of common services such as labor and transportation, and operate the waterfront facilities and the Fleet Service Unit. The depots or branches will each act as the agent for the supply office controlling the type of material stocked therein.

An aircraft carrier, tied up at the Navy's supermarket, a Naval Supply Center, would find it easy to draw ordnance spares and parts for the captain's jeep, joe mugs and radar antennae, chambray shirts and aircraft carburetors, all on similar requisitions, all presented to the same point, the Fleet Service Unit, and processed through standard chains of administration.

Smaller local issue activities will continue to exist, such as NSDs, supply departments of shipyards and air stations, and inland supply depots will continue to store reserve materials to back up the coastal issuing points.

Other significant light is shed on the operation of the Navy Supply System in BuSandA reports of studies on the advisability of integrated supply functions. BuSandA discusses this subject under several headings:

● **Cataloging**—Most efficient, economical operation of the Navy Supply System, or of any supply system, demands standardized cataloging of all materials handled in the system. Cataloging, in this sense, means accurate determination of identity as defined by specifications and engineering data, interchangeability and supersedure for each item, and assignment of uniform stock numbers. BuSandA declared that in the interest of efficiency and economy it is essential that the cataloging work of the various technical bureaus be coordinated. Under the new supply system, cataloging will



FIRST you land the "cats," and then they drag everything else up on the beach. Now in peace time, as in the war, BuSandA has to think on a truly global scale.

be accomplished by the supply offices handling each type of material, supervised by the bureaus, to provide coordination.

● Financing of Procurement of Stocks

—BuSandA noted that Navy material now is largely procured and financed by the bureau having technical cognizance of the material. It is a provision of the Navy Supply System that procurement of all Navy material of a replenishable nature be financed through a single Naval Stock Fund. Under this provision, control and review of the Navy's stock position would be centralized in one office; all material carried in the naval supply system would be held in the Naval Stock Account; only such materials in the Navy Supply System as are issued for use would be charged against the regular annual appropriations; the Navy would be in a position to present to the Bureau of the Budget and to Congress a comparatively simple yet more comprehensive statement of its material transactions and their financing. (Note: The full application of this provision is not possible, at present, because the size of the Naval Stock Fund is inadequate. Congressional action is needed to increase the size of the Naval Stock Fund.)

● **Inventory control**—Assurance of a proper balance between demand for and supply of materials used by the Navy is the function of inventory control. Fundamental policies and procedures of inventory control are developed in the Navy Inventory Control Office under the AstSecNav. In order to execute these policies and procedures and insure compliance therewith, as well as to insure complete coordination among all functions necessary to operate a supply system, the functions of inventory control must be coordinated on the operating level.

● **Storage**—This already is integrated under the operational control of BuSandA and the policy direction of CNO. BuSandA maintains a continuing study of continental storage facilities, with the naval bureaus, the Marine Corps and the Coast Guard (when it is operating with the Navy) providing information on their facilities. BuSandA administers, under CNO, a centralized storage operation.

● **Stores accounting**—The Plan states this must be a responsibility of the coordinating authority of the Navy Supply System, that is, the Chief of BuSandA. Uniformity of reporting is desirable in stores accounting, and can only be achieved by centralizing the control, on the bureau level, of the functions of stores accounting.

● **Issue**—Because a supply system exists only for the consumer of the supplies, and because it is desirable that the consumer be able to obtain his varied requirements simply, uniformly and effectively, the Navy Supply Plan states that it is necessary that the issuing function be controlled by the coordinating authority.

BuSandA has given consideration to another problem, while it pondered



DON'T WORRY. Payday will still bring that good yanqui dollah, paylines will still form twice-a-month as BuSandA carries out its most vital and joyous mission.

the Navy Supply System as a whole. That problem is the protection of stocks of naval material. It was recommended that a program for protection of stocks within the Navy Supply System be based on policies of SecNav or CNO. Studies have shown that protection can be achieved by underground storage, concealment and dispersal. Underground storage and concealment have proved expensive and of limited value, and their use was recommended only in special cases. Dispersal, on the other hand, gives reasonable protection at reasonable cost, although it increases the administrative problem of the storage area. The stock protection program recommended envisages considerable use

of dispersal, and limited use of underground storage and concealment. BuDocks will assist in provisions for storage facilities.

After making its study of existing supply systems, and considering the concepts underlying the proposed Navy Supply System, BuSandA announced certain conclusions. These included:

- There are fundamental supply principles apparent in the various supply systems in the Navy. These principles have been applied to the various systems without uniformity, with resultant marked differences of effectiveness and cost among the systems.

- General improvement in effec-



STREAMLINED Navy Supply System will result in quicker response of supply to the needs of the Fleet. Wartime-developed air transport techniques can help too.



CHOW won't be overlooked in new system. Here perishables are stacked on deck under cover, awaiting rigid Navy inspection before they are struck below.

tiveness and economy of the naval supply system would result from: maximum uniform and standardized application of the fundamental principles of supply; completion of the development of all the varied systems of supply to a pattern permitting such application (which the Navy Supply System accomplishes). Such standardization must accord with the responsibilities of the technical bureaus.

- Control of operation of the supply system with respect to supply functions should be lodged in BuSanda.

- To insure that the supply system maintains the standards of distribution and at the same time meets the technical requirements of the bureaus, the supply of various categories of material of a replenishable nature should be grouped into types, each of which should be controlled by supply offices. The supply offices should operate jointly as activities of the chiefs of BuSanda and of the technical bureaus concerned. In general, the supply offices should be established in the area in which the material concerned is produced. To insure liaison among the supply offices, BuSanda and the technical bureaus, there should be established within each technical bureau a single point of contact.

With respect to cutover to the new system, BuSanda declared the proposed system should be developed over a reasonable period, and that the major objectives can be accomplished with existing facilities and personnel. Additional facilities and personnel will be required to develop storage facilities providing reasonable protection against enemy action. Detailed implementing plans should be developed jointly by BuSanda and the various bureaus concerned.

Specific recommendations approved by SecNav for establishment of the Navy Supply System provide that

(Nos. 1, 3 and 4 not to apply to BuMed at this time; Nos. 4 and 8 subject to change as required):

1. The Chief of BuSanda will coordinate operation of the supply functions of the system, under supervision of SecNav and CNO.

2. BuSanda will be reorganized into three main groups: Supply Group, charged with administrative tasks under the chief; Material Group, to control technical functions in regard to those materials under BuSanda cognizance; Fiscal Group, charged with fiscal administration.

3. Within each bureau of the Navy, means will be established to insure liaison between the bureau and BuSanda.

4. Supply offices will be established by SecNav to administer, within the Supply System, the supply of various types of materials.

5. Materials of a replenishable na-

ture shall be included in the Navy Supply System, when and as jointly decided upon by the technical bureaus and the Chief of BuSanda.

6. Procurement of replenishable items in the Navy Supply System will be financed by the Naval Stock Fund to the extent permitted by its capital, and in accordance with schedules agreed upon by the Chief of BuSanda and the technical bureaus.

7. Field supply activities will be organized as follows: major fleet and overseas supply support activities (Naval Supply Centers); other major supply activities (NSDs, naval special supply depots, supply departments).

8. (Provides for establishment of Naval Supply Centers.)

9. A comprehensive plan will be prepared, covering a 10-year period and outlining geographical decentralization of the facilities required in connection with the supply of the naval establishment.

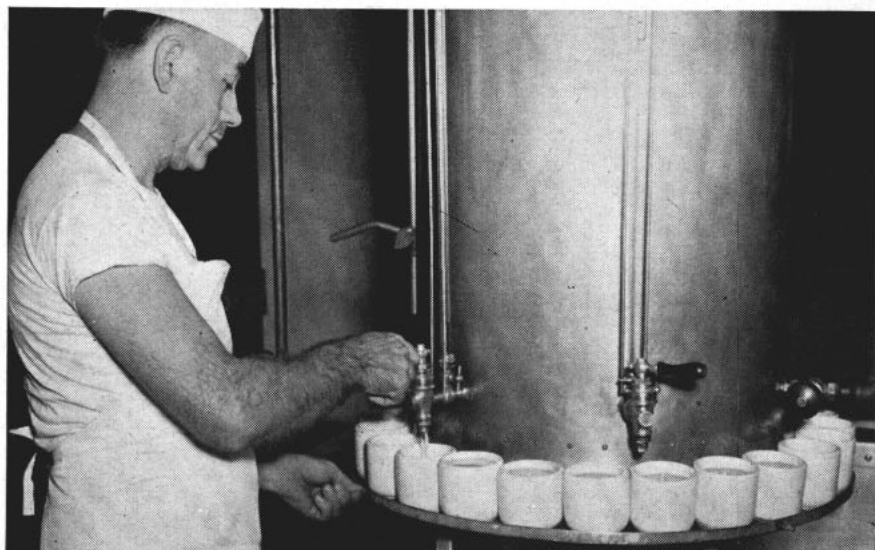
10. Principles governing dispersal of local supply facilities will be developed by BuDocks with advice of the Chief of BuSanda and the technical bureaus, and indicated action will be taken when recommended by local boards, BuDocks and the Chief of BuSanda, and approved by CNO.

11. Action proposed in Nos. 1, 2 and 8 above will, it was recommended, be taken immediately.

12. Action proposed in Nos. 3, 4, 5, 6 and 7 above will, it was recommended, be taken at such times as recommended by the Chief of BuSanda and the technical bureau concerned, and approved by CNO and, when required, SecNav.

13. A plan will be developed in accordance with No. 10 by BuDocks and the Chief of BuSanda, and action will be taken as recommended in the plan and approved by CNO.

14. The system of supply herein proposed will be known as the Navy Supply System, and the plan for development of the system will be known as the Navy Supply Plan.



COFFEE BEAN came a long way, via far-flung supply system, to this novel revolving joe dispenser, a local supply function familiar to all U. S. sailors.

RESERVIST SHIPS

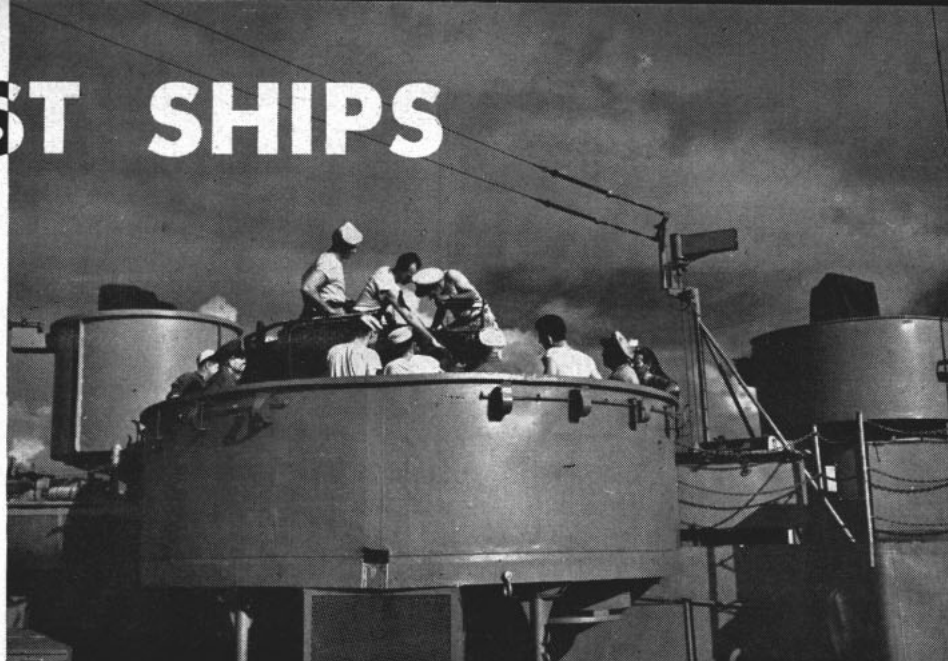
A COMMON DREAM of sailors is retirement to a community where, by the occasional turn of a salty trick, they can receive the adulation of the local citizens—and there's no reason to think this dream is not shared by the ships the sailors man.

For about 159 veteran fighting ladies of the World War II "little ship" Navy, the dream is coming true. Originally slated for the relative obscurity of the "mothball" fleets or alternatively to a nautical bone yard, the ships have been reprieved by assignment to approximately 111 locations in the United States as Naval Reserve training vessels.

Incidentally, there will be some of this dream duty for regular Navy officers and enlisted men—and they won't have to wait for retirement. Vice Admiral William M. Fechteler, USN, DCNO (Personnel), indicated in a recent statement that between 500 and 600 regular Navy officers and 6,000 regular Navy enlisted men will be given billets next year in connection with the Reserve program. A great many of these officers and men will work with active duty Reserve personnel in maintaining the Reserve ships and in instructing inactive Reserve personnel on board the ships.

Duty with the Reserve program will be rotated frequently among Regulars with the object of keeping inactive Reservists up-to-date on changes in the Navy. It is felt that inactive Reservists can best be kept abreast of new methods and developments by giving the Reserve program a periodic infusion of regular Navy instructors.

One or more of the Reserve ships has been assigned to Organized Surface Reserve units in communities



ORDNANCE MAINTENANCE is part of training of inactive Reservists aboard *E. K. Olsen* (DE 765), one of operating vessels assigned to Naval Reserve program.

with the facilities for handling them. On the decks and on the bridges, in the engine rooms, galleys and radio shacks, the inactive Reservists will have the equipment and surroundings necessary to maintain proficiency in their various specialties.

Reserve ships are mainly mine-sweeping, amphibious and patrol types—DDs, DEs, PCs, PCE(R)s, LSTs, LCSs, LCIs, SCs, YMSs, etc. In addition there are 18 submarines. All of the vessels except the submarines, too tricky to be handled on short cruises by part-time sailors, and the lumbering LSTs will be fully operable.

The underseas craft and the LSTs will be used as permanently moored armories where inactive Reservists

will take their weekly training. Operable Reserve ships will also be used during the regular drills of inactive Reservists, and, in addition, will be available for short cruises. In performing the actual functions necessary to sail a vessel in a Navy-like manner, inactive Reservists will receive a practical test of their training during the short Reserve cruises.

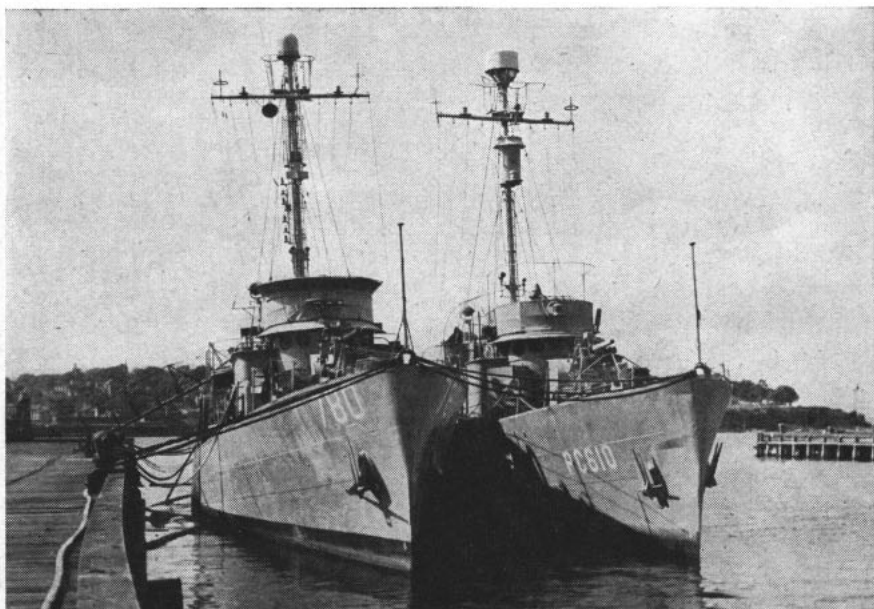
Weekend training cruises have already been made on board a great many of the Reserve ships. In the 11th ND, vessels assigned to the Organized Reserve units of Los Angeles, Los Alamitos and Burbank, Calif., frequently have been sailed off the Southern California coast, often to Santa Catalina island on weekends. Similarly short training cruises on board Reserve ships have been undertaken by inactive Reservists of the 6th ND and the various river and Great Lakes ports.

PC 822, assigned to Reserve units of West Palm Beach, Fla., has been particularly active. Most ambitious cruise to be undertaken by inactive Reservists on board one of their own training ships, however, was that of *McClelland* (DE 750). Leaving her home port of Jacksonville, Fla., the *McClelland* made a 14-day training cruise to Bermuda.

Before ships are turned over to the Naval Reserve, they are decommissioned and placed in an in-service status, greatly reducing the amount of paper work required. In-service status also makes it possible for a smaller number of active duty personnel to handle one or more Reserve ships at a particular location.

As of 28 April, approximately 96 Reserve ships had reported on station and their facilities were being used for inactive Reserve training. Forty-two others were also in the naval districts to which they have been assigned.

Reserve ships are given a stem-to-



PATROL CRAFT are among types assigned as Reserve training ships. These will be used by inactive Reservists of 1st Naval District Organized Surface units.



RESERVE EM (left) at communications board of submarine *Seal* in Boston. Reservist (right) tests equipment on 3rd ND ship.

stern yard overhaul before they report on station. BuShips is now preparing equipment allowance lists for all types of Reserve ships and the ships will be issued gear necessary for the operational demands they will be expected to meet.

Reservists have sometimes been called to active duty to operate the Reserve ships on the trips from overhaul yard to the assigned stations. Last fall, for example, a number of Reservists from Niagara Falls, Oswego, Buffalo, Rochester, Dunkirk and Watertown, N. Y., were called to active duty to man the vessels assigned to their Organized Reserve units. Beating the winter freeze, they sailed the small craft from New York

City on a 2,000-mile trip along the northeastern coast and up the St. Lawrence river to the respective Great Lakes cities in about 13 days.

Following is a list of the locations and the Reserve ships assigned (One asterisk after the name of the ship indicates ship is in naval district and two asterisks, that the ship is on station in assigned location):

1st ND: Boston, Mass.—YMS 271*, YMS 193*, LCI 1093*, LST 1086*, *Seal* (SS 183)**; Lynn, Mass.—YMS 290*, LCI 633*; New Bedford, Mass.—LCS 6*; Burlington, Vt.—LCI 799*; Fall River, Mass.—*Gleaves* (DD 423); Salem, Mass.—YMS 327*; Quincy, Mass.—*Livermore* (DD 429); Portland, Me.—PCE(R) 851*; Portsmouth,

N. H.—PC 780*, *Greenling* (SS 213); Newport, R. I.—PCE 843*; and Providence, R. I.—YMS 425* and *Niblack* (DD 424).

3rd ND: Jersey City, N. J.—*McDougal* (AG 126)**; LST 938**; Port Newark, N. J.—*Eberle* (DD 420)*, LST 731**; Tompkinsville, N. Y.—LST 685**; Brooklyn, N. Y.—APL 424*, *Snyder* (DE 745)*, YMS 45**, *Gato* (SS 212), *Plunger* (SS 179)*; Bridgeport, Conn.—PCE(R) 849, LST 1038*; Middletown, Conn.—PC 1182*; Perth Amboy, N. J.—PC 1186**; Dunkirk, N. Y.—PC 1193*; Whitestone Landing, N. Y.—PC 1201**; Buffalo, N. Y.—PC 1208*, YMS 136**; Fort Schuyler, N. Y.—*Kyne* (DE 744)**; Stamford, Conn.—PC 1209*; Rochester, N. Y.—PC 1233*, LCS 1**; Trenton, N. J.—LST 512**; Hartford, Conn.—LST 722**; Elizabeth, N. J.—LST 988**; Bordertown, N. J.—LST 1049*; Albany, N. Y.—LST 1069**; Watertown, N. Y.—YMS 311**; Niagara Falls, N. Y.—YMS 402*; Oswego, N. Y.—YMS 444**; New Haven, Conn.—PC 1198**.

4th ND: Camden, N. J.—YMS 299**; Atlantic City, N. J.—PCE(R) 856**; Erie, Pa.—PCE(R) 853*; Wilmington, Del.—PC 603**; and Philadelphia, Pa.—PC 566**, PC 1232**, PC 1262*, YMS 120**, *Permit* (SS 178)**.

5th ND: Norfolk, Va.—*Hemminger* (DE 746)** and PC 1196**; Baltimore, Md.—*Roberts* (DE 749)*, PC 615**, LCI 1032** and the *Pike* (SS 173); Portsmouth, Va.—PC 478**; Richmond, Va.—PCS 1376*; Newport News, Va.—PCS 1383*; Charleston, W. Va.—LCI 1053; Huntington, W. Va.—LCS 65; and Wheeling, W. Va.—LCI 978.

6th ND: Charleston, S. C.—PC 592**; Georgetown, S. C.—PC 1191*; Wilmington, N. C.—PC 776**; and Savannah, Ga.—PC 777**.



FLASHING LIGHT practice is held aboard 4th ND ship at Philadelphia as Reservists get training that will enable them to back up Regulars in event of emergency.

7th ND: Miami, Fla.—*Tills* (DE 748)**; Tampa, Fla.—*E. K. Olsen* (DE 765)**; Jacksonville, Fla.—*McClelland* (DE 750)**; West Palm Beach, Fla.—PC 822**; St. Petersburg, Fla.—PC 1181**; Sanford (Orlando), Fla.—SC 679**.

8th ND: Mobile, Ala.—*Ludlow* (DD 438)** and YMS 114**; Houston, Tex.—*Woodworth* (DD 460)**; *Porpoise* (SS 172); PC 1212**; and YMS 294**; New Orleans, La.—*Tarpon* (SS 175)**; PGM 21 and LCI 1071**; Lake Charles, La.—LST 270** and PGM 22; Vicksburg, Miss.—LST 783** and LCS 124; Greenville, Miss.—LST 888** and LCS 59*; Beaumont, Tex.—LST 953 and PGM 25; Helena, Ark.—LCI 76**; Memphis, Tenn.—LCI 638**; Guntersville, Ala.—LCS 121; Birmingham, Ala.—LCS 32*; Knoxville, Tenn.—LCS 35*; Baton Rouge, La.—LCS 128**; Gulfport, Miss.—PC 586**; Pensacola, Fla.—PC 1078; Port Arthur, Tex.—PGM 16; Chattanooga, Tenn.—PGM 21**; Corpus Christi, Tex.—PGC 28 and Galveston, Tex.—PGM 29.

9th ND: Detroit, Mich.—YMS 109**, YMS 13**, and PC 799**; Chicago, Ill.—YMS 268**, YMS 291**, PC 1216**, YTL 603** and YR 58**; Peoria, Ill.—LCI 1596**; Rock Island, Ill.—LCI 1664**; Quincy, Ill.—LCI 674**; St. Louis, Mo.—LCI 952** and SC 716**; Evansville, Ind.—LCI 962**; Joliet, Ill.—LCI 1097**; Cleveland, Ohio—PC 778**; Bay City, Mich.—PC 781**; Duluth, Minn.—PC 782**; Saginaw, Mich.—PC 785**; Milwaukee, Wis.—PC 808**; Toledo, Ohio—PC 817**; Green Bay, Wis.—PC 1213**; Sheboygan, Wis.—PC 1237**; Michigan City, Ind.—PC 1240**; Cincinnati, Ohio—SC 665**.

11th ND: San Diego, Calif.—*Uhlmann* (DD 687)**; LCI 715** and *Steelhead* (SS 280); San Pedro, Calif.—*Twining* (DD 540)**; *Wedderburn* (DD 684)**; LCI 818**, and *Sawfish* (SS 276); and Santa Barbara, Calif.—*Weeden* (DE 797)**.

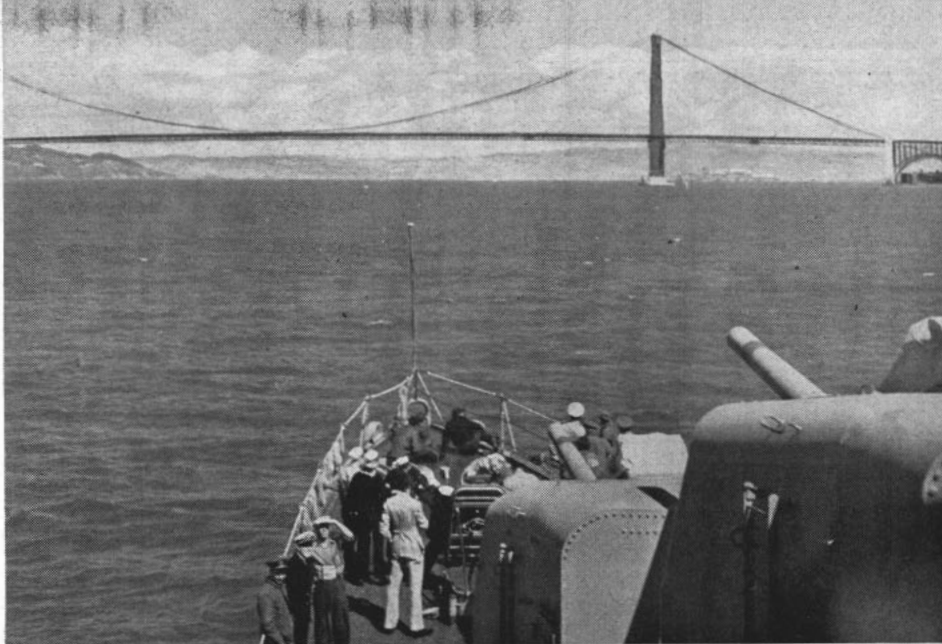
12th ND: Oakland, Calif.—*Shields* (DD 596)** and PCS 1445**; San Francisco, Calif.—*Colahan* (DD 658)** and PCS 1446**; Sacramento, Calif.—*T. F. Nickel* (DE 587)**; Stockton, Calif.—*D. A. Joy* (DE 585)**; and Vallejo, Calif.—*G. A. Johnson* (DE 583)**.

13th ND: Seattle, Wash.—*Rombach* (DE 364)*; PC 786* and *Puffer* (SS 268); Portland, Ore.—*Gilligan* (DE 508)* and *Pargo* (SS 264); Tacoma, Wash.—*C. E. Brannon* (DE 446)*; Gray's Harbor, Wash.—*Johnnie Hutchins* (DE 360)*; Everett, Wash.—*R. F. Keller* (DE 419)*; and Bellingham, Wash.—*Grady* (DE 445)*.

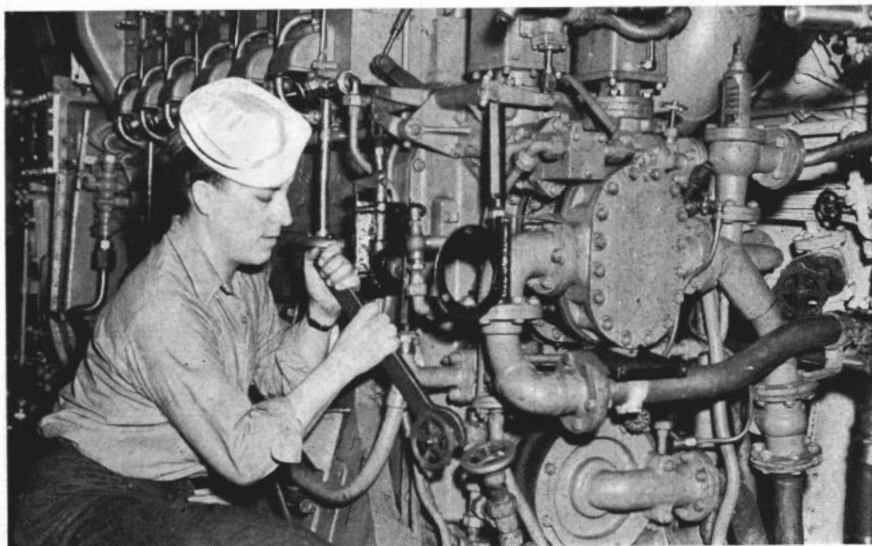
14th ND: Pearl Harbor, T. H.—PC 1590**.

Potomac River Naval Command: Washington, D. C.—*Plunkett* (DD 431)**; LST 987** and *Drum* (SS 228)**.

Tentatively assigned ships and locations have not been listed.



STANDING IN San Francisco Bay after successful weekend cruise off California coast is Reserve destroyer *Shields* (above), assigned to Oakland Surface units.



WRENCH IN HAND, Reserve shipkeeper (above) checks valves on submarine *Permit* at Philadelphia. Facilities of DE 748 (below) are used for dockside training.



THEY MAKE THE SHIPS GO

THE PULSING THROB of powerful turbines, the thick smell of hot oil, the clang of the engine-order telegraph, sweaty men are familiar environs to the men who "make her go"—the engineering force.

The modern engineering force—affectionately dubbed the "black gang" by their rivals, the deck force—is a far-cry from the early day engine room crew and the change is a result of equally great changes in main propulsion engineering itself.

Early in this century the Navy began the development of steam turbines for battleships, cruisers and destroyers, and of internal combustion engines and storage batteries for submarines. With these developments came the need for a highly specialized engineering force. New jobs were born—jobs which required the skills of trained technicians in many fields. When *USS New Mexico* was launched in 1917, not only was a new era in seapower born—that of electrically-driven battleships—but the evolution of the black gang was climaxed.

The black gang's first step to modernity was taken when the first automatic stoker was installed in a ship, replacing sweaty human stokers. The step was preceded by legislation, signed by President McKinley on 3 Mar 1899, which consolidated the engineer officers with the line and abolished the old Engineers Corps. This legislation also remedied certain inequalities in pay of the engineers.

Reciprocating engines were the next to go, giving way to the newly developed steam turbines. Such a turbine is one of the most simple of engines.

Bridge's Order 'Stand By To Answer All Bells' Alerts Modern Engineering Force; Black Gang Is Far Cry From Engine Room's Early Days

It operates on the same principle as the windmill, where a breeze striking the blades causes the shaft to rotate. In the steam turbine, jets of steam are directed against the turbine blades. The turbine's speed, power and efficiency are largely determined by the arrangement, number and strength of the turbine assembly, together with the direction and force of the steam jet.

The turbine has been continuously improved since the early inception of the principle. For many years power plant engineers have been striving for greater economy in the use of fuel and have developed machinery producing remarkable results—turbines operated with high-pressure and high-temperature steam. This machinery became standard equipment on U. S. ships, where fuel economy is even more important than in land-located electric power stations, about the time World War I began and was one of the greatest single changes ever made in marine engineering. Installation was under the direction of BuShips, then the Bureau of Engineering.

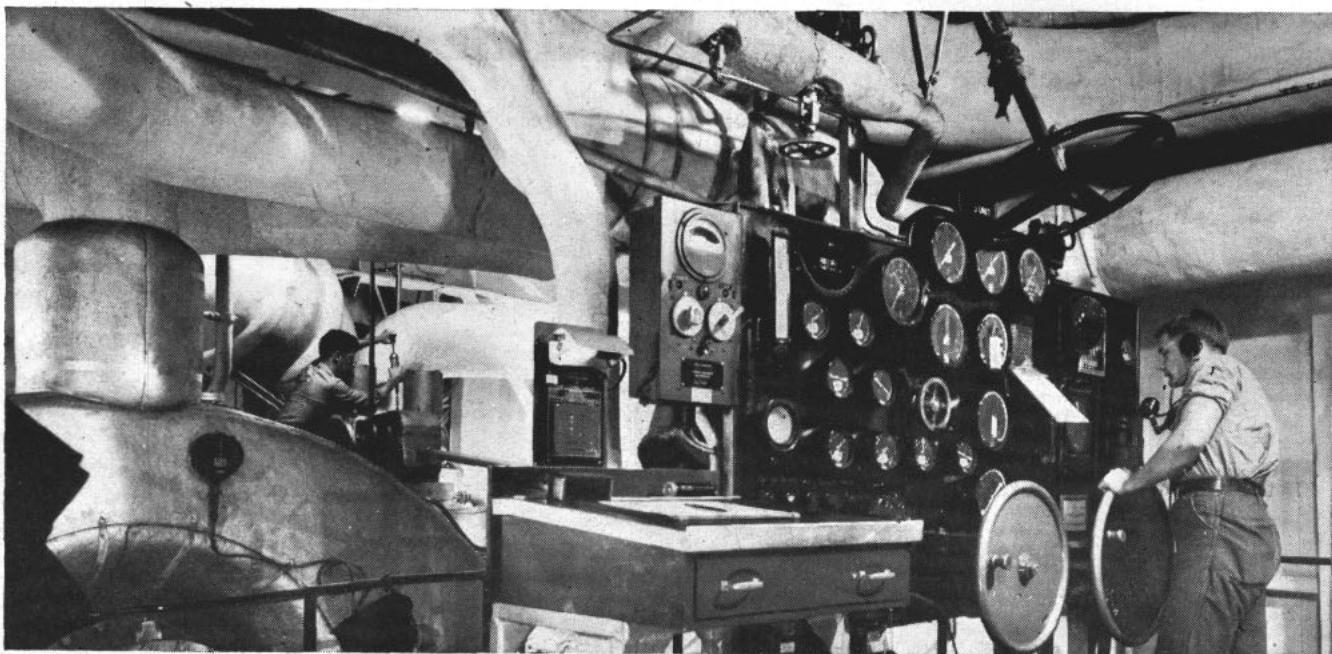
A further refinement was the adoption of double reduction gears, through which to transmit the great power of the new turbines. These double reduc-

tion gears reduce rpms between turbine and propeller shaft by 10 to 12 times. Double reduction gears now in use are superior to the single reduction gears used prior to World War II in that, for one thing, the tooth and bearing pressures are lower.

Efficiency of the turbine is increased by introducing the steam through several turbines operated in series before it has spent its force. The ship's forward and reverse progress is controlled by increasing or decreasing the steam supply and the number of turbines into which the steam is driven. At its highest temperature, the steam is so hot it heats the pipes to a dull red and requires use of highly specialized equipment. New types of steel and other metals were developed to handle the high pressures and temperatures.

With the development of high-pressure, high-temperature turbines came the need for a more satisfactory deaeration system. Oxygen is a great destroyer of boiler tubes and drums. When the temperature of feed water is raised, as in the high-temperature turbines, its attraction for oxygen is increased. The Navy, realizing the oxygen in feed systems was a more serious matter on board ships than in central power plants, successfully constructed what is probably one of the most efficient systems for removing oxygen from feed water, using much of the experience gained in the steam power plants located ashore.

A later development was the double casing on the control boilers within which air necessary to support combustion was confined, having a definite military asset in case of gas attack.



MAKING her go is the vital task of men of the engine room force, the "black gang," aboard warships of today's Navy.



Not only does the high-pressure, high-temperature turbine result in valuable savings in fuel oil and transportation facilities, but it extends the cruising radius of vessels and permits them to carry more armament. It thus has the effect of creating more tonnage by keeping more ships on the line at all times.

The present day engineering department is responsible for the care and operation of all machinery which is concerned with propulsion of the ship and its heating, lighting and other auxiliary services, such as refrigeration and distillation of fresh water. This department is headed by an engineering officer, the chief engineer, who is senior to all watch and division officers. He is chosen and assigned by BuPers. In addition to his engineering duties, the chief engineer directs the training of officers and men in his department and is responsible for keeping the bell book and other operational and maintenance records. In battle, he personally supervises operation of the machinery.

A typical engineering organization on a large ship is made up of the M, B, E and A divisions, all under the direction of the chief engineer. M division is responsible for the main engines of the ship and usually consists of machinist's mates and firemen strikers. B division, made up of boilermakers, water tenders and strikers, maintains operation and repairs the boiler's steam fittings. E division is responsible for the operation, maintenance and repair of electrical equipment on board ship by electrician's mates and strikers. Motor machinist's mates, machinist's mates and strikers make up the A division which takes care of all auxiliary engines such as pumps, air

conditioning equipment, water purifying systems and motor boats. Each of these divisions is under the direction of a division officer and his assistant.

When the new rating structure goes into effect in 1948, many of these ratings will undergo changes, the only ones remaining basically the same are electrician's and machinist's mates (see ALL HANDS, March 1947, p. 59).

A new rating of engineman (EN) will absorb partially the present rating of MOMM. He will operate, maintain and repair diesel and high-powered gasoline main propulsion and auxiliary engines. A boilerman (BT) will take over the duties of the present water tenders and boilermakers, operating and repairing all types of marine boilers and equipment. Another new rating, that of machinery repairman (MR) will function as a shop machinist, using precision machine and hand tools, and perform major machinery overhaul.

When getting underway or entering port, the engineers' special sea detail is piped. If getting underway, the boilers are lit off from one to one-and-a-half hours prior to departure time and are usually ready to shove off a half-hour early. The main engines are kept turning over intermittently and all auxiliaries are warmed up.

"Stand by to answer all bells," is the order from the bridge that puts the engine and fire rooms on the alert. When the first bell signal comes over the engine-order telegraph, a sort of controlled bedlam breaks loose. Each hand turns to his own job. Throttlemen feed the steam at 600 pounds per square inch, 850 degrees temperature, through the main propulsion engines.

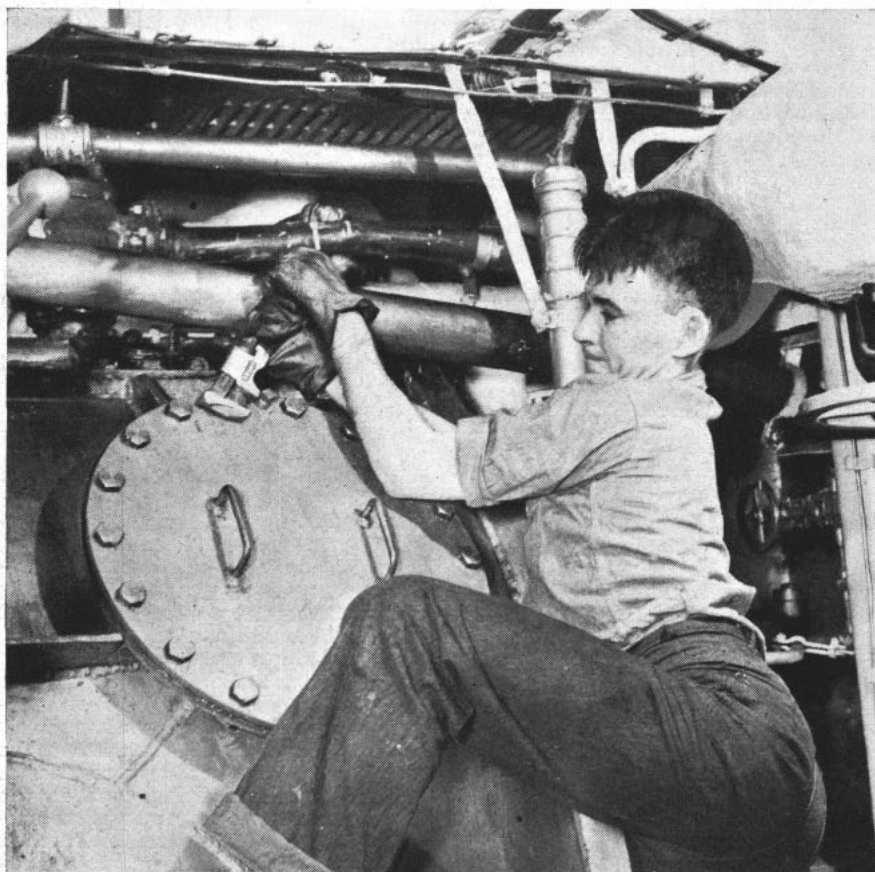
Signals come down to the fire and engine rooms simultaneously. When the signal comes to make more speed, the throttle man, a machinist's mate or leading fireman striker, spins the throttle open at the same time the firemen in the fire room are cutting in burners to keep pressure up in the boilers.

The throttle man has great responsibility not only in maintaining rpms, but also in watching the steam pressure to prevent popping of the safety valves, giving the bridge a bath of rust and scalding water.

After 50 or 60 bell signals of "Ahead, one-third" and "Back, two-thirds," the men in the engine and fire rooms begin to wonder just what's happening topside, the ship doesn't seem to be going anywhere but back and forth. The men on the bridge and in the deck force however, know that maneuvering out of a harbor is an intricate task, and a lot of bell signals are re-



IT'S ALWAYS night deep in bowels of ship where members of engine room force stand watches. On board cruiser, engineer closes the steam and air ejectors on a boiler, above, while another bolts down condenser plate after inspection, below.



quired before the order for standard speed is given. When the bridge does order standard speed, the fire and engine rooms settle down to a normal steaming watch—but that doesn't mean the black gang can secure.

It is the water tender's job to keep smoke at a minimum. The tiniest wisp of smoke will result in the cry from the bridge to "knock off that damn smoke." To remedy the situation, the water tender quickly speeds up or slows down his forced-draft blowers.

Usually at two-thirds ahead, or 10 knots on the later type burners, the super-heater is lit off, which means two fires in each boiler. If a CO waits until the ship is making full speed before ordering the super-heaters lit off, the result is dense smoke. When the ship is making full or flank speed, there will be from eight to 12 inches' air pressure in the boiler, and lighting the super-heater becomes difficult. Pressure in the boilers is measured by a manometer, an air pressure gauge. The air pressure is usually kept at a minimum to reduce smoke, and for economical reasons.

Whenever changes of speed are ordered, the chief engineer gives the necessary instructions regarding the cutting out or cutting in of boilers, or other changes he desires in the operation of the department.

The normal cruising watches below are very much alike. There is no sunrise or sunset, no rain, no stars, no squalls. The black gang work is in the same atmosphere of warmth—too much for comfort at times—watch after watch, day after day. Each four-hour watch is a prototype of all that follow.

When a breakdown (or casualty as it is called) occurs, the control engine room is notified. They, in turn, notify the bridge. It is general casualty procedure for every engineer not needed at his station to come below to turn to. The JV phones have a field day with all divisions inquiring as to the nature of the breakdown. While the bridge impatiently awaits repairs and agrees that the engineers are the slowest people on earth, the snipes are up to their elbows in grease and machinery. Very often, sometimes while the casualty is being reported up the chain of command, steps have been taken to get the engines back on the line. Usually by the time the chief engineer is at the bridge giving his report to the CO, the machinery is working again.

A common occurrence on a cruise, and a headache to the engineering department, is getting water in the fuel oil. When this happens, it will cause any stack in the fleet to throw out a screen of multi-colored smoke, and give any OD the screams. The surest and quickest remedy is to pump the contaminated oil over the side and switch fuel tanks.

Even though the future will bring new developments in design of power plants, with the possibility of the revolutionary change to atomic power, the rivalry between bridge and black gang undoubtedly will continue.



EMERGENCY supplies loaded (left) at NAS, Corpus Christi. Portable communications unit (right) from NAS, Dallas, at scene.

THE NAVY LENDS A HAND

PEACE TIME DISASTERS are met by the Navy with the same all-out effort as war emergencies.

Most recent instance of this was the Navy's performance during the Texas City catastrophe. Almost before the initial explosion had subsided, the Navy was mobilizing personnel and facilities in the area to render all possible assistance.

Doctors, nurses and corpsmen were rushed from 8th ND activities, including NAS, Dallas, and the Naval Hospitals in Houston and Orange. Medical supplies—blood plasma, penicillin, surgical dressings, morphine, etc.—were flown to the scene in planes manned by aviators from naval air stations at Dallas, Corpus Christi, New Orleans and Los Alamitos.

Naval personnel at NAF, Hitchcock, just eight miles from ill-fated Texas City, felt the initial explosion and proceeded at high speed to the scene where they acted as stretcher bearers, ambulance drivers, and rescue workers. Many penetrated directly into the danger area, saving trapped victims and removing bodies.

The station was equipped and set up as a hospital for handling surgery, giving medical care and housing and feeding 600 evacuees. Medical personnel from NAS, Dallas, and the Naval Hospitals at Houston and Orange staffed the emergency hospital.

One of the greatest services provided by the Navy was fast transportation of supplies and personnel. A total of 22 mercy flights were made by Naval Reservists from NAS, Dallas. Reserve pilots of NAS, New Orleans, flew 5,000 units of blood plasma to the Marine Hospital at Galveston and later, at the request of the War Assets Administration, 4,000 pounds of medi-

cal and relief supplies to centers in Galveston and Houston.

Naval activities helped to maintain communications between Texas City and the cities of the Southwest. The radio station of Organized Surface division 8-97, Port Arthur, relayed dispatches between New Orleans and Galveston.

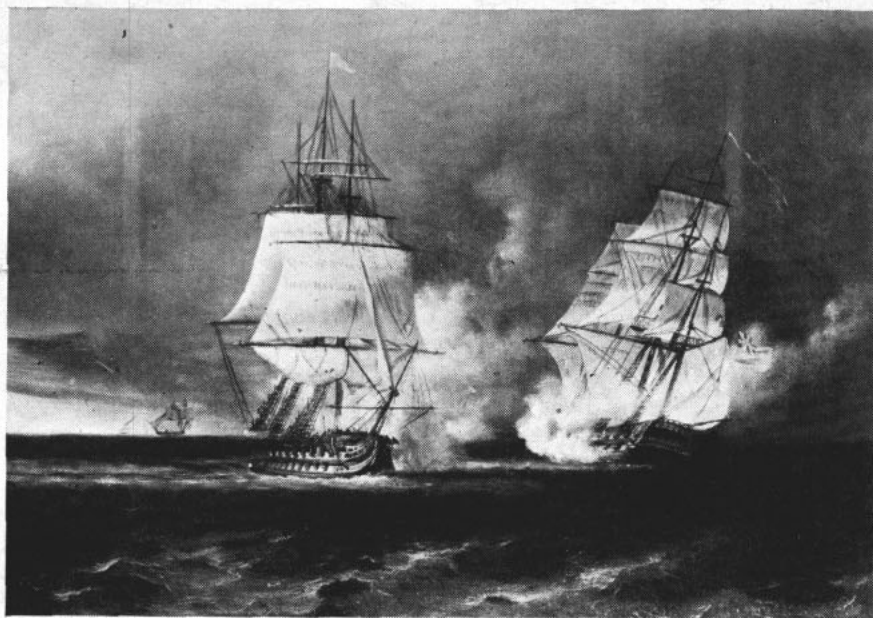
A portable emergency communication unit was sped to the scene of the disaster by NAS, Dallas. Manned by five Naval Reserve radiomen and equipped with one ATC type transmitter and one ARB type receiver,

the unit sent emergency dispatches from Texas City hospital and civilian headquarters to NAF, Hitchcock, and NAS, Dallas. Only communication between the dangerous dock area and the city police was provided by the unit.

Explosion of the ship *High Flyer*, just 100 yards from where the unit was working, interrupted the transmission of messages for a time. Two radiomen were injured, but communications were quickly reestablished and the pitiful needs of blast survivors again were provided a voice.



ALL HANDS turn to at NAS, New Orleans, to load hospital equipment into TBM bomb-bay as Navy renders all possible assistance during disaster.



SLUGFEST (left) between *Essex*, flagship of Commo. Porter (right), and HMS *Cherub*, was fought off Valparaíso in 1813.

'LIKE FATHER LIKE SON'

ONE DOESN'T have to be a Freudian reader to realize that men in the famous Porter family followed closely along the old adage of "like father like son." Of the great fighting heroes that our Navy has produced through the ages of history, there have been few that have surpassed in daring and intrepidity Commodore David Porter and his son, David Dixon Porter.

Coming from a sea-loving stock, David Porter, who was born in Boston on the 1st of February 1780, went to sea with his father at the age of 16 in a trading vessel. His first experience at sea found young Porter taking part in the defense of the crew against a British pressgang, which was fought off after several men had been killed and wounded on each side.

On his second cruise his ship was again encountered by the British. Porter and his shipmates were captured and put in irons when refusing to work for the British. Brought to the mast to be whipped into obedience, the patriotic lad broke away from his guards, leaped overboard, and swam to a Danish ship. He sailed with the ship to Europe, and once again, on the return home, was captured and brutally treated on board a British man-of-war.

Indignant, he decided to find a better means than the merchant service for fighting the British tyranny of the sea, and became a midshipman in the Navy in February 1798. He was ordered to report to Capt. Thomas Truxtun of the frigate *Constellation*, and was on that ship in its cruise in the West Indies, fighting the French (see *ALL HANDS*, May 1947, p. 22).

Porter's first experience in the Navy stamped a brilliant mark on his record. Under the able leadership of Truxtun, the *Constellation* encountered and captured the *Insurgente*, a French ship that had menaced the American West Indies trade. With Lieutenant John Rodgers and eleven men, Midshipman Porter was sent aboard the *Insurgente* to take charge of the prize. In midst of the act of transferring the French crew, a hurricane descended on the two ships and blew them apart.

Left with about 170 Frenchmen aboard, the prize crew cleared the wreckage, and drove the prisoners below, keeping them at bay with a loaded gun.

After three days and two nights, Rodgers and Porter brought the *Insurgente* safely into the harbor of St. Kitts, where they found the *Constellation* anxiously awaiting them.

Promoted to lieutenant in 1799, Porter was assigned to the schooner *Experiment* in Haitian waters. The *Experiment* was attacked by 10 picaroon barges while convoying some merchantmen. Its commanding officer expressed the opinion that to resist would be futile, and proposed surrender as the wisest course.

"What," cried Porter. "Without striking a blow? No, sir! All hands to quarters! Out with those guns!"

Sweeping the captain aside, Porter took charge and attacked the picaroons by surprise. The pirates were driven off and the fleet saved.

During the war with Tripoli, Porter served in the *Enterprise* and took part in the fight with the Moorish war ves-

sel *Tripoli*, which was taken after a desperate struggle. Later transferred to the *Philadelphia*, David Porter suffered the humiliation of defeat with others of the American squadron in the Mediterranean when the *Philadelphia*, while chasing a Tripolitan cruiser, ran aground in the harbor of Tripoli. For 19 months members of the crew of the ill-fated *Philadelphia* were captives in the Bashaw's castle.

After the work of the Mediterranean squadron had ended, Porter returned home to be promoted to Master-Commandant on 22 April 1806.

A naval station had been commissioned in New Orleans in 1804 from which a squadron of gunboats operated to protect the growing commerce at sea against swarms of free-booters under the guise of French, Spanish and English privateers. Porter was placed in charge in 1808, and with 20 gunboats engaged in the service to protect the export trade. During the next two years he captured three of the worst offenders.

When, during the War of 1812 the Navy dispatched three groups of ships to raid the extensive British commerce which regularly passed northeastward in large convoys from the West Indies and South America to England, Capt. David Porter was given the command of the frigate *Essex*, serving in the group of which Commodore Bainbridge, who carried his flag aboard the *Constitution*, was in charge.

Porter's first cruise began in July 1812, shortly after war had been declared. The *Essex* had originally carried 26 long 12-pounders and 16 24-pounder carronades, but the Navy Department took 20 of his long twelves

away and replaced them with 16 32-pound carronades. Had Porter possessed his original battery the history he subsequently made might have been shaped differently.

Disguising the *Essex* as a merchant ship Porter combed the waters of South America in search of British ships. In her guise, the *Essex* made her way unsuspected into a convoy of merchantmen carrying British troops to Quebec, capturing one of the ships.

On 13 August the *Essex* encountered another British vessel and, during a swift battle in which the Americans waited until they were fully abreast of the British, fired a broadside into her. Taken by surprise, in panic, the enemy tried to run away, but in vain. She proved to be the corvette *Alert*. None of her men was killed, and only three were wounded, but she was shot so full of holes that when the Americans reached her deck there were seven feet of water in her hold.

On returning from his first cruise, Porter had captured nine prizes and more than 500 prisoners, and had retaken five American vessels from prize crews.

The second cruise proved to be a series of misadventures. Setting out from the Brazilian coast on 26 January 1813, Capt. Porter first had to combat dysentery and, when crossing the Horn, panic that broke out among the crew in rough weather.

The *Essex* ran havoc in the Pacific among British shipping, capturing many prizes. At one time Porter only had 10 men to work his ship, all the others having been sent out as prize crews. One prize, the *Atlantic*, was converted into an American cruiser, under the name of *Essex Junior*, and placed into convoy duty.

The British had sent out the frigate *Phoebe*, commanded by Capt. Hillyar, to capture the *Essex*, and caught up with her in Valparaiso, Chile, a neu-

Their Common Heritage The Sea, the Porters With Daring Leadership Brought Glory to Navy In Two Important Wars

tral port. The British had been informed that most of Porter's crew was ashore, and decided to take advantage of the fact.

Sailing into the harbor, the *Phoebe* steered straight for the *Essex* until she was within 15 feet of her side. Expecting to find the *Essex* and easy prey, Hillyar was to find, to his discomfiture, that Porter was waiting for him with open arms. Porter was fully prepared and eager to fight, the decks being full of guns and men.

Quickly changing his mind, the Britisher called out: "Capt. Hillyar's compliments to Capt. Porter, and hopes he is well."

"Very well, I thank you," Porter returned, "but I hope you will not come too near for the fear some accident might take place which would be disagreeable to you."

The *Phoebe* slipped away, but a few days later Porter challenged Hillyar to meet the *Essex* alone to fight it out for the honor of their flags. Hillyar agreed and both sides prepared to fight.

When the *Essex* came out of the harbor and some shots were exchanged, the *Phoebe* squared away for the *Cherub*, a smaller British warship, which had been sent to leeward to be out of the fight.

In this brief movement, Porter found that he had the faster ship of the two, and decided to make sail for the open sea. Since other British ships were expected he had no desire to be caught in a trap. It was then the misfortune of the *Essex* began. A sudden and violent

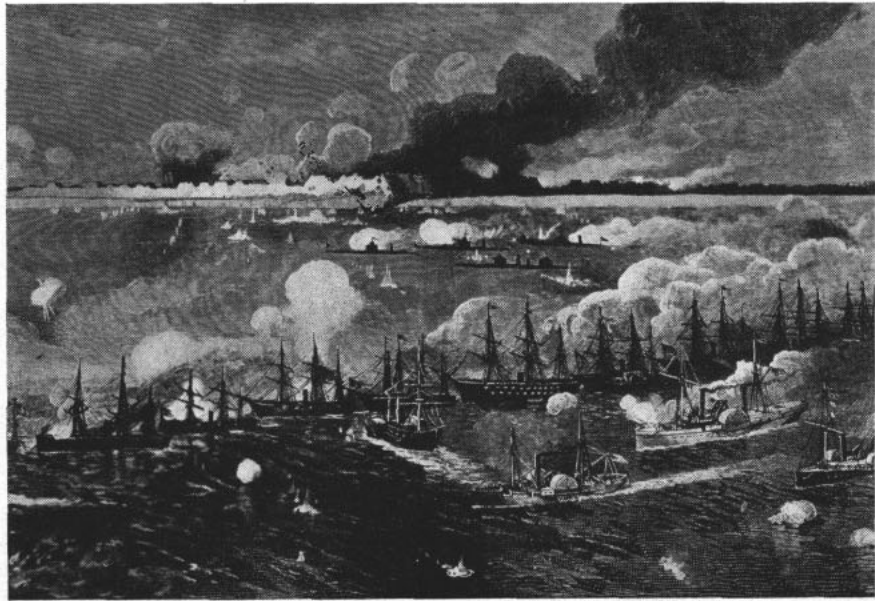
squall struck her with such force that it carried away the maintopmast. The two British ships gave chase while Porter turned to seek his old anchorage, but the wind shifted, and the crippled *Essex* could not make it. He was forced to run into a small bay and drop anchor.

With the shifting of the wind, Porter ordered to make sail, but found that only the flying jib could be spread. Turning his ship toward the shore, he determined to beach her, fight to the last shot, and in the end, blow the *Essex* up.

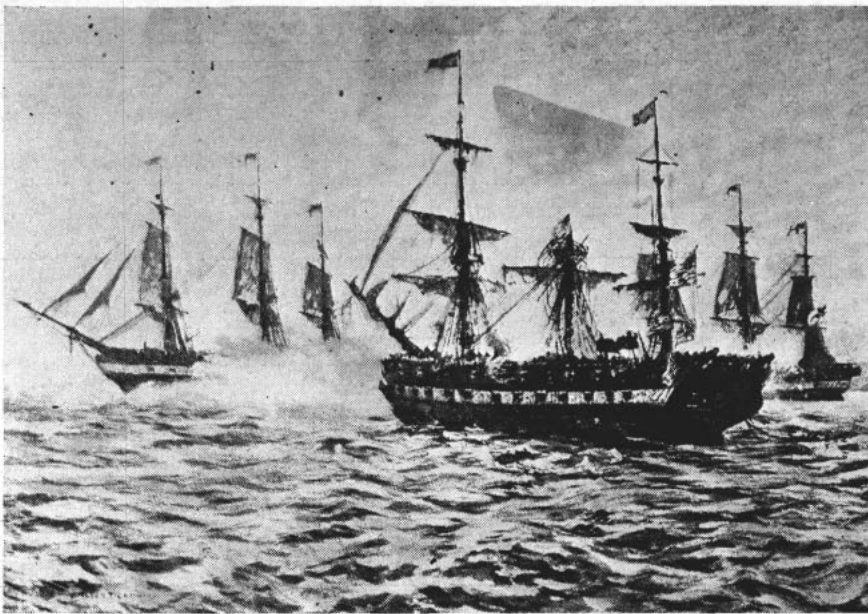
Porter's resistance was a superb demonstration of fighting spirit, and the action is one of the most cherished traditions of our Navy. An explosion below drove men to fear that the magazines would blow up, and many jumped over the side to lose their lives on the treacherous shore. When only 75 of the 250 men were left to fight, David Porter gave "the painful order" to haul down the colors. Thus, after one of the most heroic fights in history, ended the cruise of the frigate *Essex*.

Porter's career embraced only one more scene of war. After serving as Commissioner of the Navy from 1815 to 1823 he was sent to the West Indies to operate against pirates that were still plentiful. He succeeded in breaking up their haunts, but in 1824 certain indignities against American interest and insults to an American lieutenant by Spanish authorities in Puerto Rico, led Porter to interfere and force an apology from the authorities. His action on this occasion did not meet with the approval of the State and Navy departments, and he was suspended for six months by a court-martial.

Indignantly he resigned his commission as commodore and entered the Mexican service where he was made commander-in-chief of the Mexican navy. Returning to the United States in 1829, he was appointed consul gen-



CAPTURE of Fort Fisher (right) was aided by the effective bombardment of the Fleet commanded by Admiral Porter (left).



GALLANT Essex is cut to pieces by the fire from the British warships *Phoebe* and *Cherub* in one of the most heroic defensive naval battles in world's history.

eral at Algiers, and subsequently, in 1831, became the United States Minister at Constantinople where he died on 28 March 1843.

David Dixon Porter was born on 8 June 1813, while his father, David Porter was in command of the *Essex* scouring the Pacific.

From his father, the younger David inherited the fine spirit of general efficiency and the fighting edge of the old Navy.

When his son was still a child, Commodore Porter took him to sea on a cruise with the West Indies squadron. When his father was in command of the Mexican navy, young Porter was made a midshipman in the same service, and served in the schooner *Guerrero*, commanded by his youthful cousin, Capt. David H. Porter. The *Guerrero* engaged a Spanish frigate, and after a desperate fight, in which Capt. Porter and 80 men were killed, the Mexican ship was forced to surrender. David Dixon was imprisoned but was soon set free to return home; in 1829 he entered the United States Navy as a midshipman.

The beginning of David Dixon Porter's naval career found the country in a profound peace, with little opportunity to excel in the fighting traditions so familiar with the great family. In 1841 he was promoted to lieutenant, a grade in which he remained for the next twenty years, being kept fairly passive until the outbreak of the Civil War.

In the Mexican war he took part in every action on the coast as captain of the *Spitfire* in the fights at Tuxpam and Vera Cruz.

The Civil War gave Porter the opportunity to distinguish himself in the manner accustomed to the Porter tradition. His first service in the war was to assist in the relief of Fort Pickens at Pensacola. He was then in command of the *Powhatan*.

Because of Porter's recommendation, Farragut was given command of the West Gulf blockading squadron which was to operate against New Orleans, and Porter was put in charge of the fleet of mortar boats. By Farragut's order Porter, in April 1862, began a bombardment of Forts Jackson and St. Phillip, which guard the way up the Mississippi. After six days of constant bombardment, into which was thrown more than 16,000 shells; the forts were destroyed to such a degree that Farragut's fleet could pass easily and subsequently captured New Orleans. A few days later both forts surrendered to Porter.

In October 1862, he was placed in charge of the Mississippi squadron as

acting rear admiral. At the Navy Yard at Mound City, Ill., he converted ordinary river boats into gunboats and soon had an effective fleet of 120 gunboats.

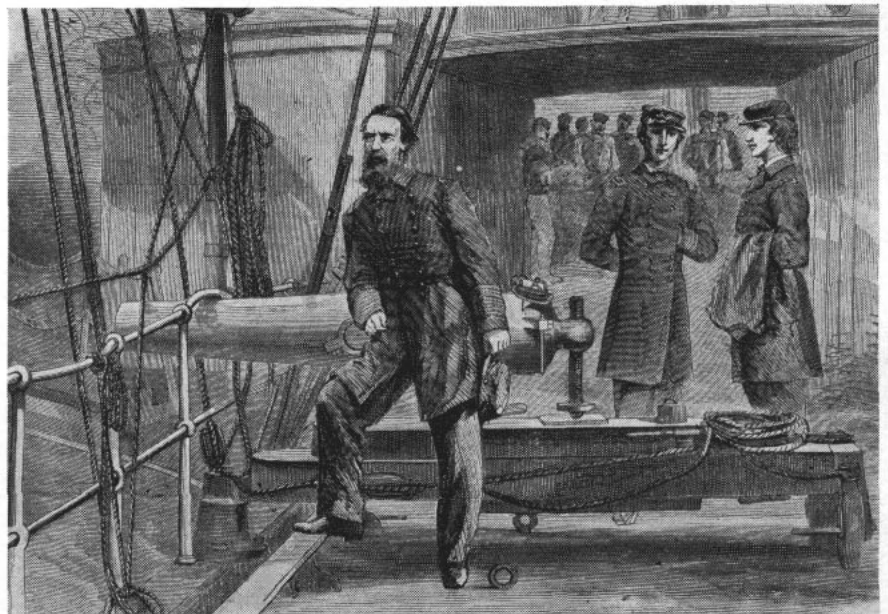
With this fleet he assisted in the capture of Arkansas Post in January 1863, and next succeeded in running past the batteries of Vicksburg and reducing the Confederate forts at Grand Gulf.

For his cooperation with Gen. Grant in the siege of Vicksburg, David Dixon Porter received the thanks of Congress and was promoted to rear admiral for "opening the Mississippi."

In the spring of 1864 he assisted Gen. Banks in the disastrous expedition up the Red River, and it was only through super-human efforts that he succeeded in saving his vessels. He was placed in command of the North Atlantic blockading squadron later that year, and helped to capture Fort Fisher after a long and destructive bombardment by his fleet on 15 January 1865. For this act he also received the thanks of Congress.

With the end of the Civil War, Porter became Superintendent of the Naval Academy at Annapolis. Fresh from his victories, promoted to the rank of vice admiral, he was the idol of the middies. Following the death of Farragut in 1870, he received the commission of Admiral. During the remaining years of his life, Porter was President of the Board of Inspection, and engaged in writing, chiefly on professional subjects. He died in Washington 13 February 1891 at the age of 78.

Looking back, we greatly acknowledge the everlasting atmosphere of martial glory that the Porters, father and son, have both written into the traditional splendors of our navy. Much water will have passed before such another great father-son team will inscribe its name in the annals of history.



GLORIOUSLY following in the footsteps of his father, Admiral David Dixon Porter (pictured leaning on a gun), became famous as a Civil War hero.

LETTERS TO THE EDITOR

Order of Precedence

SIR: On our ship we have an enlisted recreation committee composed of a CBM, CQM and CMOMM. We have been having some trouble choosing a senior member. The CBM claims he has precedence over the others and he should be senior member, but the CQM has the most time in rate and the most total naval service. Which one should be appointed the senior member?—J. P. G., CY, USN.

• The military order of precedence under present instructions (Article D-5102, BuPers Manual) lists the CBM as the senior for purposes of military command. However, military courtesy and custom provides that the CQM, in this case, is the senior. In the case of a semi-official committee acting under the orders of the CO, the CO should designate the responsible petty officer.—Ed.

Transfer to Fleet Reserve

SIR: I served four years as USNR O-1. Will this time count towards transfer to the Fleet Reserve after 20 years' service? 30 years?—R. F., CSK, USN.

• If it was active service, other than training, in class O-1, USNR, the time will count for transfer to the Fleet Reserve after either 20 or 30 years' service.—Ed.

Shipping-Over Money

SIR: Is there a limit to the amount of shipping-over money a man can draw?—J. R. Z., CMM, USN.

• No. The pay bills in effect prior to the Pay Readjustment Act of 1942 provided for a monetary limitation on reenlistment allowances. The 1942 Act however, made no restriction on the number of years for which a person may receive reenlistment allowance. There have been no further directives on this subject since that time.—Ed.

Mustering Out Pay

SIR: In May 1945 I was asked to extend my enlistment rather than ship over. After agreeing, I found that if I had demanded to be paid off and then shipped over, I would have received \$300 mustering out pay. This way I got nothing. I go out on 20 in July and the way I see it, that little bit of cooperation cost me \$300. Am I right?—J. A. K., CHMUS, USN.

• No. MOP has never been paid for extension of enlistments. However, if otherwise eligible, MOP will be made at the time of final discharge or your ultimate relief from active service.—Ed.

Time in Rate

SIR: (1) Is it necessary to serve six months as S1 until you can advance to SPY3? (2) What is the policy regarding the advancement from S2SPY to SPY3 after graduation from the NavSchool for Control Tower Operators? (3) May a S2, having served six months in a tower without having gone to school, get TAD at the school and graduate as SPY3?—Nine SPY strikers.

• (1) For actual advancement to SPY3, you must serve six months as S1, although you may qualify for the advancement sooner. (2) A man must advance from S2SPY to S1SPY and serve six months in that rate and must qualify for advancement to SPY3 before such advancement can be made. (3) No. He must serve six months as S1SPY and be qualified for advancement before becoming eligible for SPY3. See BuPers Circ. Ltr. 191-46 (NDB, 31 Aug 1946). (See also ALL HANDS, October 1946, p. 51.)—Ed.

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes: no private reply will be made.

Commissions and Active Duty

SIR: I am on active duty as a station keeper in USNR (V-6) as a CM. BuPers has offered me a permanent commission as CHCARP, USNR. Can I accept this commission and also remain on active duty as an enlisted station keeper?—R. C. S., CM, USNR (V-6).

• No. Once you accept the commission, your enlisted status is terminated and you will not be able to remain on active duty as an enlisted station keeper.—Ed.

Minority Enlistments

SIR: In ALL HANDS, March 1947, p. 30, you state that a minority enlistment may be counted as four full years for pay purposes. Our disbursing officer claims that this is incorrect. Is it?—V. A. C., Lt., USN.

• Our answer was incorrect. A minority enlistment may not be counted as four full years for pay purposes. A minority enlistment counts only up to the actual time served for purposes of pay, longevity and reenlistment allowance.—Ed.

Longest Alnav?

SIR: The radio gang on our ship would like to know what the longest Alnav ever sent out over a fox circuit was. One member claims that he copied one right after the end of the war that consisted of 24,000 groups. Was there such a message and if so, was it the longest ever sent?—H. D. C., RM1, USN.

• The Navy maintains no record of the lengths of this type of communication. However, maybe some radiomen in the fleet have their own figures. How about it?—Ed.

Retirement Credit

SIR: In 1931 I was discharged from the regular Navy after serving a minority cruise. I then shipped in the Naval Reserve, Class F-2. After serving nine months, I reenlisted in the regular Navy. Does the time I spent in the Naval Reserve, Class F-2, count towards retirement?—H.F.K., CCS, USN.

• Service in the Naval Reserve, Class F-2 is counted for retirement and longevity purposes if retirement is effected from the Fleet Reserve. Inactive service in Class F-2 may not be computed for retirement with benefits of 30 years' active military service.—Ed.

Advancement in Rate

SIR: I was honorably discharged from the USCG as BM2 after serving three years. I shipped over into the Navy as S1 and was recommended for coxswain. I was told I had to serve as S1 for six months before advancing. Now that I am eligible, the BM rates are closed. (1) How long will this condition exist, and (2) will I have preference when advancements can be made?—F. R. S., S1, USN.

• BuPers is keeping the situation under constant study for these ratings temporarily closed to advancement by Alnav 24-47 (NDB, 31 January). Adjustments will be made at such times as these studies show vacancies existing in the Navy as a whole. (2) No. All qualified personnel will have equal opportunity to advance.—Ed.

Dress Whites

SIR: Several years before I joined the Navy, dress whites were discontinued. (1) What were the reasons for this? (2) Is this permanent or will dress whites be back?—F. V. B., S1, USN.

• (1) The enlisted men's dress white uniform was discontinued for the duration of the present emergency by Alnav 93-40. The dress whites were not considered essential for wartime. (2) It is expected that dress whites will again be a part of the uniform at some future date.—Ed.

Blue CPO Shirt

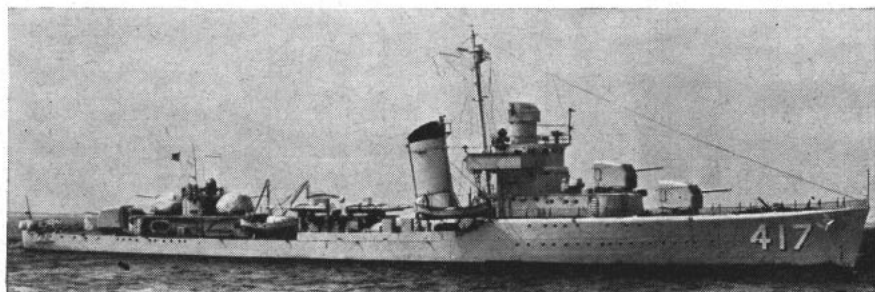
SIR: Is a blue CPO working shirt uniform aboard ship? If so, what kind of trousers is it to be worn with?—L. S., CBM, USN.

• Articles 2-20(b) and 4-19(b), Uniform Regs, 1941, state, "The blue flannel shirts may be worn on board vessels and within station limits when weather conditions warrant it. It may be worn at other times when prescribed by the senior officer present." Although not specifically stated, it is intended only for wear with the blue uniform.—Ed.

Maximum Roll

SIR: When I reported aboard USS Morris (DD 417), I was told that on a previous patrol in the North Atlantic the ship hit rough water and made two rolls, the first one was 63 degrees to port and the next 84 to starboard. At that time, I believed the story, but now I think it was nothing but scuttlebutt. Is it possible for a ship, especially a DD, to roll that far and still come back to an even keel?—E. L. S., PHM2, USN.

• It is possible that the clinometer on the Morris might have recorded such a roll. However, these instruments are designed to measure small variations in roll and are not accurate on larger swings. The type of ship, condition of loading and sea conditions vary so that it is difficult to state specific limits without going into greater detail.—Ed.



USS MORRIS—Did she roll 63 degrees to port, 84 degrees to starboard during rough patrol?

Journalists and Fingerprints

SIR: I am now a CCS. I read in ALL HANDS, March 1946, p. 58, that the new rate of journalist (JO) includes that of fingerprint expert. I would like to change to this rate because fingerprinting is my hobby. How can I do this?—H. B. P., CCS, USN.

• You didn't read the book, chief. The new rating of JO does not include the present function of fingerprint expert (SPXFP). An emergency service rating of ESX will include the functions of fingerprint expert—but is not available for usn personnel. It is expected that the new rating structure, outlined in BuPers Circ. Ltr. 40-47 (NDB, 28 February), will go into effect about 1 Jan 1948.—Ed.

Graduate or Experienced

SIR: Does a S1 who is striking for SKD have to be a graduate of a class A school before he can advance to SKD3?—G. E. M., S1, USN.

• No. Articles D-5209.021(1) (C), BuPers Manual require graduation from a class A storekeeper school or possession of the equivalent in practical experience for advancement to SKD3.—Ed.

Rating Badge

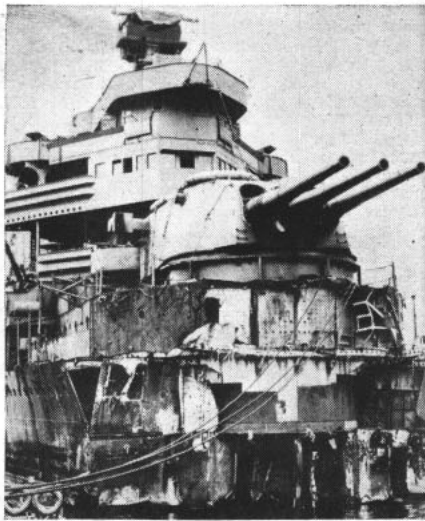
SIR: On 2 June 1946 my rate was changed from AOM3 to SPF3. Since that time I have been unable to find an SPF3 rating badge. Can you tell me where I can purchase one, and if not, what rate am I authorized to wear?—R. H. L., SPF3, USN.

• Suggest you see the supply officer of your activity. An SPF can wear only the rating badge authorized for that rating and no other.—Ed.

New Orleans Lost Bow

SIR: Can you tell me when and where USS New Orleans (CA 32) lost her bow and where did she get a new one put on?—E. J. P., COX, USN.

• On the night of 30 Nov 1942, the New Orleans (CA 32) with several other cruisers moved in off the northwestern tip of Guadalcanal in an attempt to block the "Tokyo Express"—Japanese ships which were bringing reinforcements and supplies to their forces on the island. During the battle that followed, the New Orleans was struck by a torpedo which tore off 125 feet of her bow. Although seriously crippled, the ship stayed afloat. A temporary stub bow was put on at Sydney, Australia, and the ship returned to a west coast navy yard where she was repaired.—Ed.



USS NEW ORLEANS—Cruiser is shown after battle with Japs in which her bow was shot away.

Precedence of Ratings

SIR: In ALL HANDS, March 1947, p. 57, you listed all the rates in the new rating structure that is going into effect in 1948. Since then, there have been numerous arguments concerning the precedence of the new ratings. Was your listing in order of precedence?—L. C. R., GM1, USN.

• No. There has been no order of precedence of ratings established for the new rating structure as yet.—Ed.

Changing Rate

SIR: Am I eligible to attend aviation storekeeper school? If so, does my rate change to CSKV upon completion of the course?—R. A. I., CSK, USN.

• SKs with considerable aviation SK experience, who are presently working in aviation activities, other than disbursing duties, and who are especially recommended by their COs, may submit requests to BuPers for this school and subsequent change of rate to SKV. BuPers will evaluate and make final decision in each case.—Ed.

Silver Star on Ribbon

SIR: Is it now, or has it ever been, correct and regulation to wear a silver star on any area ribbon to indicate that the individual was a survivor of a ship in that particular area?—D. A. C., CAERM, USN.

• No. A silver star worn on an area ribbon always has denoted that the wearer has participated in five major engagements in that theatre of war and is worn in place of five bronze stars.—Ed.

Bonus for Advancement

SIR: Is there any bonus given for the Presidential Unit Citation with star for advancement to pay grade 2?—J. H. J., BM2, USN.

• There is no bonus given for advancement to pay grade 2 by BuPers. The details of multiple computation for pay grade 2 rates have been delegated to administrative commanders listed in enclosure C of BuPers Circ. Ltr. 191-46.—Ed.

Shortage of ETMs

SIR: We have heard that there still is a shortage of ETMs. We would like all the information concerning ETM school and how to apply for this training.—L. C. S., S2, USN, and R. F. C., S2, USN.

• For full information on ETM training see AInav 290-46 (NDB, 31 May 1946) and BuPers Circ. Ltr. 5-47 (NDB, 15 January) (see also ALL HANDS, March 1947, p. 56). Local facilities may be used for obtaining answers to such questions as this and others regarding promotions, schools, sea/shore duty policy, etc. Directives are available at all commands and division officers will be glad to assist anyone to get the latest word.—Ed.

About Admirals

SIR: We have been having a dispute concerning admirals and would like your assistance in settling it. (1) Has there ever been such a rank as Admiral of the Navy? (2) If so, how many officers held that rank? (3) Is the rank still in effect? (4) Is this rank higher than Fleet Admiral?—W. F. V., S1, USN.

• (1) Yes. An act of Congress on 2 Mar 1899 created the permanent rank of Admiral of the Navy. (2) There have been in earlier years three Admirals. However, of these, only one officer, George Dewey, has ever held the rank of Admiral of the Navy. (3) No. The act that authorized the rank for Dewey to hold also provided that when the rank was vacated by death or otherwise, it would cease to exist. In other words, the rank was created for Dewey alone. (4) No decision on the comparison of the two ranks has ever been made.—Ed.

Transfer to Army?

SIR: I am an ex-Army man and am writing in regards to the circular letter that states you can transfer back to the Army from the Navy. How do I go about it?—H. F. W., S1, USN.

• What circular letter was that? There has been no directive published by the Navy that authorizes transfer to the Army of personnel on active duty. To enlist in the Army, you must wait until your hitch in the Navy has expired.—Ed.

What AG Means

SIR: What do the letters AG stand for in a ship's designation? I think it's a repair ship, but I'm not sure.—D. R. S., S1, USN.

• It may indicate a repair ship. AG indicates actually "miscellaneous fleet auxiliaries." Such vessels include target repair vessels, station ships, target ships, the Presidential yacht, oil depots, and ferries.—Ed.

The Bollinger

SIR: Please furnish information concerning the christening of APA 234 as the USS Bollinger.—J. T. B., Cdr., USN.

• USS Bollinger (APA 234), named after a county in the state of Missouri, was christened at Vancouver, Wash., 9 Dec 1944.—Ed.

Souvenir Books

In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order. Men who see these notices are asked to pass the word to former shipmates who will be interested.

ALL HANDS has no information on souvenir books published by any command, except those notices which have appeared in this space since March, 1946.

BuPers is in receipt of numerous requests for information on books published by various commands. It is therefore requested that COs and OinCs having knowledge of souvenir books, announcements for which have not appeared in this space, notify BuPers (Attn: Editor, ALL HANDS) promptly.

• USS Thorn (DD 647). Address: The Printer Wick, 862 Scarsdale Ave., Scarsdale, N.Y. Published December 1946. For information regarding cost, write to above address.

• USS Washington (BB 56). Address: Robert W. Kelly Publishing Corp., 309 Lafayette St., New York 12, N.Y. Price, \$3.00 per copy.

• Souvenir books of the following activities are available at the prices indicated. Address: Army and Navy Publishing Co., 234 Main St., Baton Rouge, La. 15th Naval Construction Battalion, \$7.50; 20th NCB, \$6.00; 24th NCB, \$10.00; 27th NCB, \$7.65; 34th NCB, \$5.25; 43rd NCB, \$6.00; 53rd NCB, \$5.50; 55th NCB, \$7.50; 61st NCB, \$7.50; 63rd NCB, \$8.00; 64th NCB, \$5.75; 67th NCB, \$6.50; 73rd NCB, \$7.00; 77th NCB, \$11.00.

90th NCB, \$7.00; 107th NCB, \$10.00; 110th NCB, \$6.00; 130th NCB, \$10.00; 140th NCB, \$6.50; 145th NCB, \$8.50; 512th NCBMU, \$6.50; 535th NCBMU, \$8.50; 536th NCBMU, \$7.50; 621st NCBMU, \$6.50; 635th NCBMU, \$8.00; 1050th NCBMU, \$7.40; 1067th NCBMU, \$7.75.

USS Bairoka (CVE 115), \$6.00; USS Savo Island (CVE 78), \$7.00; USS Miami (CL 89), \$6.50; USS Cowpens (CVL 25), \$6.00; 542nd Marine Night Fighter Squadron, \$5.50; Puget Sound Naval Ship Yard, \$5.00; 12th Naval District Waves, \$5.50.

Admiral Dewey's Uniform

SIR: In ALL HANDS, April 1947, p. 30, you had a letter and an editorial reply with regard to the direction in which the star pointed on Admiral Dewey's uniform. You state that the Admiral was out of uniform.

Because I have always understood that Admirals Dewey, Farragut and Porter were permitted to design their own uniforms, I would be interested in learning on what authority your comment is based. It is my understanding that it was not until 1913 that the uniform regulations carried precise instructions as to how the points of the stars were to be arranged.

—F. J. B., Capt. USN.

• On 25 July 1866, Vice Admiral David G. Farragut was promoted to the rank of admiral, being the first officer to hold this rank in the U. S. Navy. Uniform Regs, dated 1 Dec 1866, prescribed the uniforms the admiral and vice admiral should wear as part of the general regulations. On page 7, the Regs specify that:

"For the Admiral, two strips of gold lace, each two inches wide, and one strip of gold lace an inch wide, with the lower strip one inch and a half from the edge of the sleeve; the one-inch strip to be placed in the middle between the two wide strips, with a space of half an inch between each of the strips."

The regulations go on to say that: "On the outer side of each sleeve above the upper strip of lace, and midway between the seams, a gold star of five rays, two inches in diameter, with a steam frigate in silver, raised in the center, with one of the rays of the star pointing directly downwards, and the point one-fourth of an inch from the upper edge of the strip of lace, will be worn by the Admiral."

"For all other line officers (including boatswains and gunners) the star will be five rays, embroidered in gold, one inch in diameter, and worn as prescribed for the admiral."

General Order No. 90 of 11 Mar 1869 changed the gold stripes on the admiral's full dress coat to three strips of gold embroidered white-oak leaves, but retained the star.

The above regulations were continued in the 1869, 1877, 1883 and 1886 Uniform Regulations.

Vice Admiral Stephen C. Rowan died 31 March 1890 and the grade of vice admiral was abolished.

When Admiral Porter died on 13 Feb 1891, the grade of admiral was consequently abolished. No provisions are made in the 1897 Uniform Regs for admiral's or vice admiral's uniforms.

An Act of Congress, approved 2 Mar 1899, established the grade of Admiral of the Navy and George Dewey was so appointed.

Uniform Regs, approved 8 May 1899, again made provision for admirals' uniforms and prescribed: "For admirals—Two strips of 2-inch gold lace, with one 1-inch strip between, set one-quarter of an inch apart. . . ."

The regulations also provided that, "Line officers (including chief boatswains and chief gunners) will wear a star of five rays, embroidered in gold, 1 inch in diameter, on the outer side of each sleeve, and midway between the seams, with one ray pointing directly downward. . . ."—Ed.

Registered Nurses

SIR: Navy Regs, Art. 1646, states that Navy nurses may be appointed after graduation from a course of training of not less than two years. There is no mention made of registration being required for appointment. However, BuMed Manual states that registration is required for appointment to the Nurse Corps. What's the answer, is registration compulsory? —J. W. M., Lt., USN.

• Yes. A candidate for the Navy Nurse Corps must be a graduate of an accredited school of nursing and must be a registered nurse in accordance with Part 1, Chapter 4, Para. 145, BuMed Manual, 1945.—Ed.



ADMIRAL DEWEY—"line officers . . . will wear a star . . . one ray pointing directly downward . . ."

Returning to Naval Service

SIR: I spent a hitch in the Navy as a PHM and I would like to return to the naval service. I am now entering my third year of pre-med school. I have been told that I may take my internship at a naval hospital. (1) Is this right and if so, what rank would I have? (2) What is the age limit for medical officers? (3) What are the requirements a graduate medical student must meet for commissioning in the regular Navy?—H. E. P., PHM1, USNR.

• (1) Yes, you may take your internship at a naval hospital with the rank of lieutenant (jg), provided you meet the requirements for commissioning in the regular Navy. (2) Applicants must be less than 32 years of age at the time of appointment. (3) To be commissioned as a medical officer in the regular Navy, applicants must be a graduate of an approved medical school and must meet physical and professional requirements. For further information see the nearest Office of Naval Officer Procurement.—Ed.

Change in Rates

SIR: I am at present an AERM3. I would like to change my rate to PRTRL3. I have had two years' experience in lithograph work as a civilian and feel that I could fill the requirements of that rate.—G. K., AERM3, USN.

• Requests for changes in rating may be submitted to BuPers by COs in the cases of fully qualified individuals. See Paragraphs 8 and 12, BuPers Circ. Ltr. 191-46 (NDB, 31 Aug 1946). In view of your probable past training in AERM duties and the need for personnel in that rating group, it is doubtful that your request, if submitted, would be approved.—Ed.

Requesting Duty

SIR: Can an ACMM with a master's degree in mathematics and who has completed extensive studies in the field of higher mathematics and mathematical physics obtain duty in which he might utilize his knowledge in these fields? If duty of this nature is available, how should he request such duty?—A. B. L., ACMM, USN.

• If your qualifications, background and experience warrant, BuPers may issue orders to you for such duty, dependent upon your availability and the needs of the Navy at the time. Your request for such duty should be forwarded via channels to BuPers, outlining your qualifications and other pertinent information.—Ed.

Staff Duty Orders

SIR: When ordering an officer to duty on a staff, is there any regulation whereby an ensign or below is ordered to duty with a staff, and a lieutenant (jg) or above is ordered to duty on a staff, or are all officers ordered to a staff for duty considered as being on the staff?—C. O. M., CY, USN.

• Navy Regs, Art. 169 states in part that: "An ensign . . . shall not be detailed for duty on the staff of a flag officer, nor as aide to the commanding officer of a ship." During the war however, this regulation was overlooked to the extent that ensigns were ordered to report to a flag officer who then placed them, if necessary, on his staff. It is expected that in the future this regulation will again be adhered to. Lieutenants (jg) and above have always been issued orders to duty on the staff of an officer.—Ed.

About the McCormick

SIR: We had a little argument in regards to the decommissioning date of USS McCormick (DD 223). I say she was decommissioned in 1938 and brought back into service during the war. Another man says she never was out of commission. Can you give out with the information?—J. R. Z., CHMACH, USN.

• Sure can. USS McCormick (DD 223) was decommissioned 14 Oct 1938 and recommissioned 26 Sept 1939. She was reclassified AG 118 on 30 June 1945. On 4 Oct 1945 she was again decommissioned and sold for scrap to Boston Metal Co. on 5 Nov 1946.—Ed.

Rating Precedence

SIR: Would you settle an argument for us? Which rate is senior, CMM or CEM? —G. R. B., CEM, USN.

• CMM. See Article D-5102, BuPers Manual for precedence of ratings by pay grades.—Ed.

Extra Pay for Medals

SIR: If an enlisted man of the Navy has been awarded the Silver Star medal twice by the Army while serving with a Navy unit under Army command, is he entitled to \$4 a month gratuity?—J. X. B., CPHM, USN.

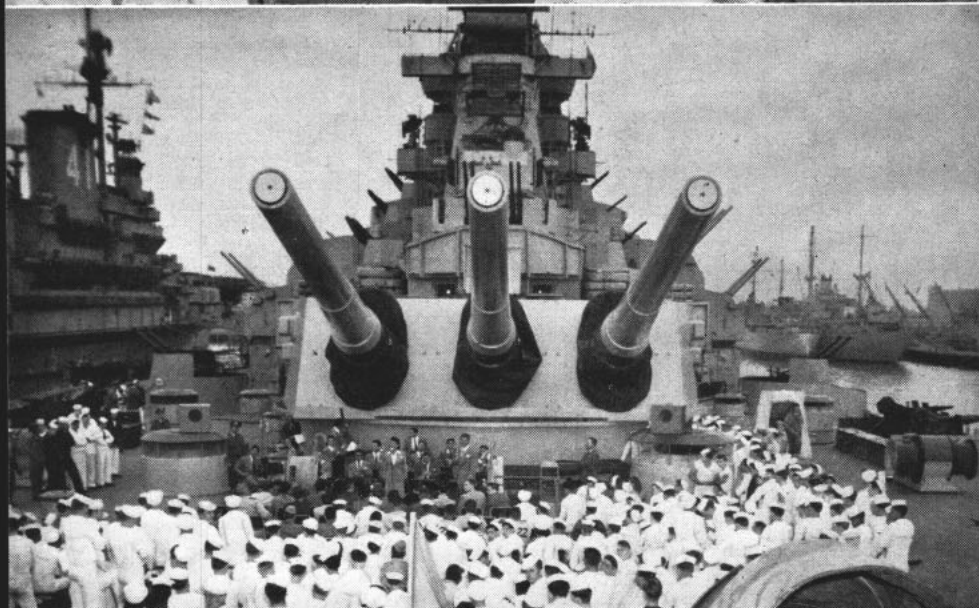
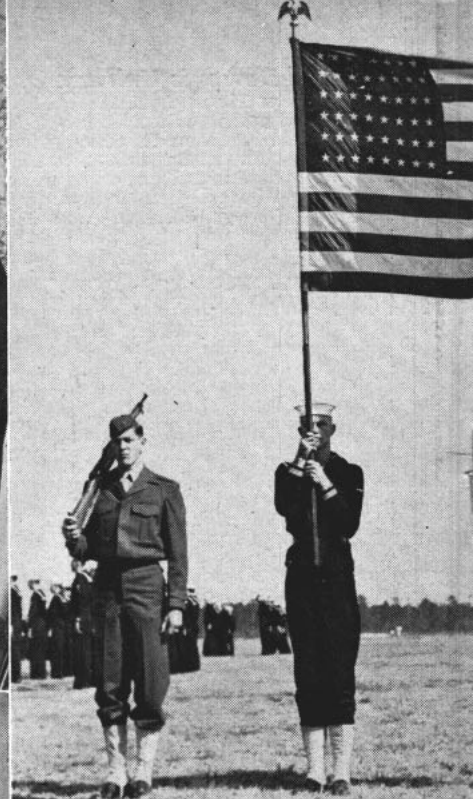
• No. There is no provision for extra pay to naval personnel who were awarded the Silver Star medal while serving under Army command. The Distinguished Service Cross is the only medal awarded by the Army to naval personnel serving under Army command which entitles them to extra compensation. Former Army personnel who have been awarded a decoration and have subsequently joined the Navy, are entitled to extra pay only if the Navy has a medal comparable to the one received from the Army.—Ed.

Minority Cruises

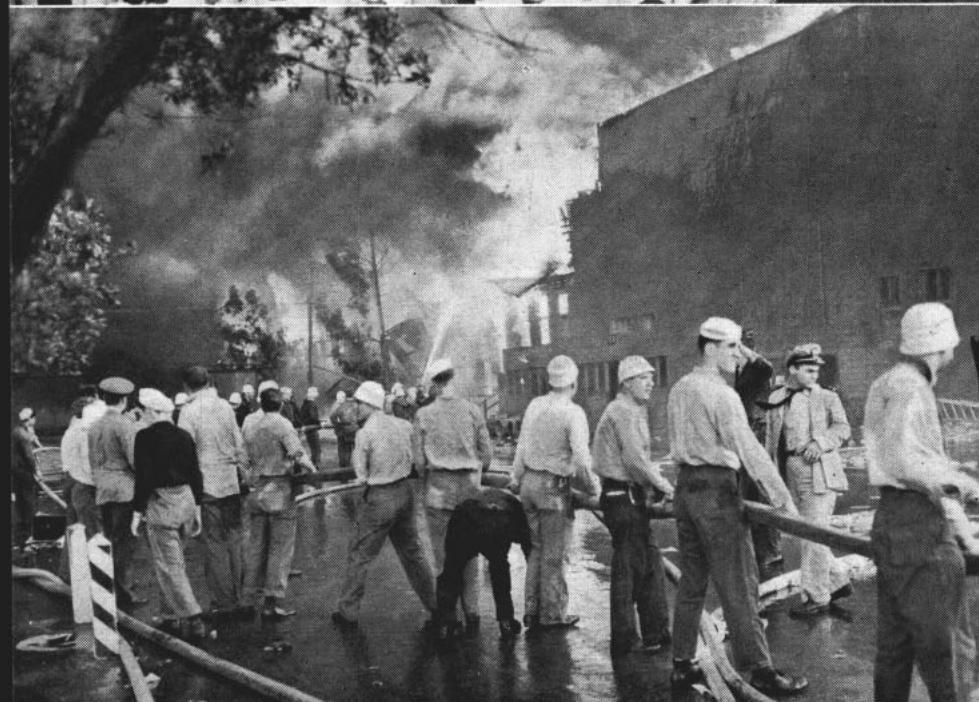
SIR: If I complete a minority with three years, 11 months and 20 days service, am I entitled to shipping-over money for four years' service?—J. L. N., QM1, USN.

SIR: I am on a minority cruise which will consist of three years and six days service. If I reenlist, will this count as four years' service when computing reenlistment allowance?—W. L. S., F1, USN.

• Not unless you are discharged early for the convenience of the Government. When a man is discharged from the regular Navy for the convenience of the Government, from either a minority or other enlistment, the period between the date of early discharge and the date discharge otherwise would have occurred will be considered as time served for the purpose of computing reenlistment allowance. In both your cases, if your minority enlistment has been completed, you will be paid reenlistment allowance for only three years' service.—Ed.



CHOPSTICKS is tune at opening (up
at NAS, Willow Grove, Pa. Left ce
board USS Missouri when battleship
Fire hoses are manned during \$500
Island, Calif. Above: Color guard h
2,800 commissioned and enlisted p
Fla. Below: Two chiefs who served a
commissioning in 1941 cut cake a



TODAY'S NAVY

ATLANTIC AND PACIFIC FLEETS MAKE COURTESY CALLS AT FOREIGN PORTS

Australia Visited

Atlantic and Pacific Fleet units were making good will calls at foreign ports last month.

Atlantic units sailed from Naples on a six weeks' Mediterranean cruise, including calls at Greek and Turkish ports, winding up at Gibraltar. Four ships calling at Istanbul honored the Turkish president, Ismet Inonu, with 21-gun salutes. They included *uss Dayton* (CL 105), with Vice Admiral Bernard H. Bieri, USN, Commander Naval Forces Mediterranean, on board; *uss Leyte* (CV 32), *uss Purdy* (DD 734) and *uss Bristol* (DD 857).

Earlier the force had visited Greek waters, augmented by other units, including *uss Providence* (CL 82), *Portsmouth* (CL 102), *Juneau* (CL 119), *Manchester* (CL 83), *Compton* (DD 705), *Gainard* (DD 706), *Dickson* (DD 708), *Hyman* (DD 732), *Shenandoah* (AD 26), *Elokomina* (AO 55), and *Corduba* (AF 32). *Manchester* and *Juneau* arrived in the Mediterranean as reliefs for *Providence* and *Portsmouth*, which were to return to the States.

Thirteen ships of the Pacific Fleet were visiting Australia, including *uss Shangri La* (CV 38), *Antietam* (CV 36), *Duluth* (CL 87), *Atlanta* (CL 104) and eight destroyers and an oiler. It was the first postwar good will visit made by Pacific Fleet units. The force was designated Task Force 38, and was under command of Rear Admiral S. P. Ginder, USN, ComCarDiv 3.

The Navy announced that *uss Toledo* (CA 133) was proceeding to the western Pacific, via the Mediterranean and the Indian Ocean, to relieve *uss Fall River* (CA 131) in Far Eastern waters sometime this month. *Toledo* was to visit Port Said; Bahrein

and Ras Tanura in Saudi Arabia; Bombay, India; Colombo, Ceylon; Singapore, Manila and Yokosuka en route.

\$500,000 Fire

For almost four hours "smoke-eaters" on Treasure Island, San Francisco, battled the worst fire in the history of the base. By the time the conflagration had been reduced to smoldering embers \$500,000 damage had been done, \$100,000 of it to electronics gear.

It took all the available men and fire-fighting equipment on the base, as well as reinforcements of fire-fighters from San Francisco and Oakland to subdue the blaze. A short circuit, caused by the moving of electrical gear from the secured and condemned barracks K, is believed to have set off the blaze at the major naval base in the area.

Fanned by the wind, the devastating fire crept northward on the Island and jumped the single and double walls in its path. From the time the first alarm was sounded at 1550 until the blaze burned itself out at the ship's service, three hours and 30 minutes had elapsed.

'Nursery Ships'

Latest addition to the Navy's classes of ships is the "nursery ship." Its armament is roughly equivalent to a first class kindergarten—a sliding board, play pens, sand boxes, doll houses, games, kiddie cars and motion pictures of "Snow White" and "Bugs Bunny" mounted in triple turrets.

The first of 12 transports to be "converted" to nursery ships is *uss General Randall* (AP 115) which departed Philadelphia Naval Shipyard en route to Norfolk, Panama Canal Zone, San

per left) of chiefs' new clubhouse
inter: An orchestra entertains on
puts in at Norfolk, Va. Lower left:
000 fire at Naval Station, Treasure
ghlights impressive inspection of
ersonnel at NATTC, Jacksonville,
n board USS North Carolina since
a birthday celebration on ship.



LAST JULY



PRESIDENT Truman signs bill providing for burial of unknown serviceman in Arlington Cemetery. Squadron VX-3, composed of helicopters, was put in commission at Floyd Bennett Field. V-2 rocket went 83.5 miles high in New Mexico.

JULY 1947

	1	2	3	4	5
6	7	8	9	10	11
12	13	14	15	16	17
18	19	20	21	22	23
24	25	26	27	28	29
30	31				



NAVY NURSE helps two little girls, daughters of military personnel, on a sliding board in the nursery on board USS *General Randall* as a sailor looks on.

Francisco, Pearl Harbor and Guam. From there, some of her passengers may be transferred to other ships and be carried to China and Japan.

On board the *Randall* when she left Philadelphia were 43 women, 25 children and 18 babies—all dependents of service personnel and government workers overseas.

For the women, the Navy has set aside a special laundry compartment which contains washing machines, dryers and electric irons. A new infants' nursery has been installed, with specially-trained Navy nurses to help in taking care of the youngest set. Luxurious sofas, radio phonographs, a soda fountain, 100 steamer chairs and sun-bathing space make the *Randall* a floating paradise.

Pride Heads BuAer

Rear Admiral Alfred M. Pride, USN, has been sworn in as Chief of BuAer, relieving Rear Admiral Harold B. Sallada, USN.

Admiral Pride, who rose from the ranks to flag status following enlistment in the Naval Reserve Force as MM2 during World War I, has been a naval aviator since 1918. He is credited with having developed the arresting gear installed on USS *Langley* (AV 3, formerly CV 1), first Navy aircraft carrier.



Rear Admiral Pride

Admiral Sallada has assumed new duties as Deputy CincPac.

Mock Air Attack

A mock attack at sea by "hostile" planes was witnessed by a Congressional party on board the carrier USS *Randolph* during a 72-hour demonstration cruise.

The Congressmen, guests of Fleet Admiral Chester W. Nimitz and top Navy officers, boarded the carrier at Annapolis, Md., and disembarked at Norfolk, Va. The simulated attack by Curtis Helldrivers demonstrated how the crew of the carrier goes into action to repel plane attacks.

All-Navy Tennis Finals

All-Navy finals in tennis will be held at the Naval Academy, Annapolis, Md., beginning 29 June, announced BuPers Circ. Ltr. 65-47 (NDB, 30 April). So you'd better hurry your practicing up a bit if you expect to be one of the lucky ones picked to represent your district at the net tourney finals.

All Navy, MarCorps and Coast Guard personnel on active duty, commissioned or non-commissioned, may participate in the tennis playoffs.

Host of the finals will be the commandant of the Severn River Naval Command. Appropriate awards will be given to all participants at the finals at Annapolis. The tournament itself will be conducted on the single elimination plan, with the best two-out-of-three sets deciding each match. Naval Reserve and NROTC members are excluded from participation.

The following commands may send a team consisting of two singles players and a doubles team to the All-Navy Tournament (Commands in italics shall act as host for elimination tourney between members in its group):

ComServPac—two teams, one from all activities ashore and afloat west of the Hawaiian Islands and one team representing activities in the Hawaiian Area as well as from units on the west coast not participating in west coast naval district tournaments.

ComServLant (Subordinate Command) Atlantic Fleet and shore stations, one team.

Com 10, *Com 15*, one team.

Com 1, *Com 3*, *Com 4*, one team.

Com 5, *Com 6*, one team.

PRNC, SRNC, one team.

Com 7, *Com 8*, *Com 9*, one team.

Com 12, *Com 13*, *Com 17*, one team.

Com 11, one team. (Fleet units at San Diego are also expected to compete in the *Com 11* tournament.)



HOME is the sailor. Chief Storekeeper D. F. Cochrane and wife enjoy the comforts of their home in Manila, one of many new Navy homes in the Philippine Islands.

54 Years of Service

Admiral Joseph M. Reeves, USN, (Ret.), has been relieved of all duty and has returned to retirement. The distinguished officer has given some 54 of his 74 years to the naval service.

Admiral Reeves was recalled from retirement to active duty in the office of SecNav in 1940, where he served in wartime as Navy Department Lend-Lease Liaison Officer, senior military member of the Munitions Assignment Board, chairman of Navy Munitions Assignment and chairman of the Joint Munitions Allocation Committee. For his services he was awarded the Distinguished Service Medal.

Admiral Reeves was born in Tampico, Ill., 20 Nov 1872, and was appointed to the Naval Academy from Illinois in 1890. He played football

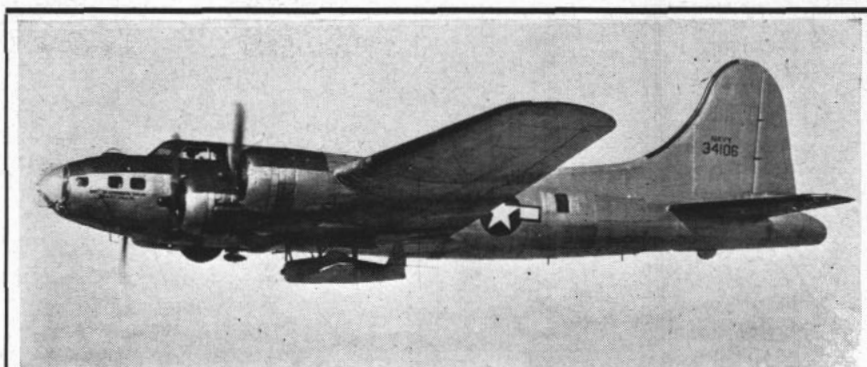


Admiral Reeves

in his midshipman years, graduating in 1894 and going aboard *USS San Francisco* for his first duty assignment. He was aboard *USS Oregon* in the battle of Santiago Harbor, June 1898, and for his performance there was advanced four numbers on the list of lieutenants (junior grade).

Admiral Reeves served subsequently as an aide on the staffs of two flag officers, as instructor in physics and chemistry at the Academy, as football coach there from 1906 until 1908, aboard *USS New Hampshire* and as LanFlt ordnance officer. Other assignments followed, until he assumed command of the *Oregon* in 1915. He later had command of *USS Maine* during World War I, and for this duty he was awarded the Navy Cross.

Other duty followed, including command of the *Pittsburgh* and the *North Dakota*, of Aircraft Squadrons, Battle



REPLICA of Bearcat fighter plane is shown in bomb rack of Navy Flying Fortress. When released, the model plane attains speed of over 600 mph.

MODELS USED FOR SUPERSONIC TESTS

"Drop-testing" is the Navy's latest technique of testing effects of supersonic speed upon aircraft. Model airplanes, exact replicas of the Navy F8F Bearcat fighters built to a scale of four-tenths, are dropped from the bomb rack of a Navy PB-1W, over the Naval Air Experimental Station, Philadelphia, Pa., and attain a speed of over 600 miles per hour.

The wooden model planes have no propulsive unit, but each has 500 pounds of lead in the nose and attains its speed solely by diving. Automatic controls within the model pull it out of its dives and parachute the model down for recovery and reuse. The control mechanism is lo-

cated in the aft portion of the model and is pre-set for a desired flight.

By means of radio telemetering equipment in the forward section, the unique experimental models transmit information to ground receiving stations during their plummeting and pullout. Radar tracking shows the trajectory of the model and automatic radio-transmission permits evaluation of behavior in the air.

The "drop-test" technique eliminates the correction of data which is necessary in tests conducted in wind tunnels, due to the blocking effects produced in the tunnels at high speeds.

Fleet; member of the General Board, Commandant of the Navy Yard, Mare Island; and in June 1933, he assumed duties of Commander Battle Force, with the rank of admiral. In June 1934, Admiral Reeves hoisted his flag in *USS Pennsylvania* as Commander in Chief of the U. S. Fleet.

He retired in December 1937, after serving as chairman of the General Board.

Army-Navy Net Matches

Navy personnel who enter the All-Navy competition for the tennis finals to be held the first week in July have an extra incentive to winning the All-Navy titles. For the winners of the tournament will be members of the Navy squad attempting to wrest the Leech Trophy from the grasp of the Army.

Tennis was the only sport in which teams from the Army and Navy met annually prior to the war. The results of the contests, which began in 1924, take on a "sandwich" pattern. The Army won the first two matches held—in 1924 and 1925—and then had to wait until the final match to win again—in 1939. Since then, the Leech Trophy has remained in the Army's possession without another contest being played.

The Navy won every match from 1926 through 1938.

The Leech Trophy matches this year will be held just three weeks after the completion of the All-Navy finals. The Army-Navy Country Club, Arlington, Va., will be the site of the battle.

The winning doubles team in the Leech Trophy net competition will represent the armed forces in the National Doubles Tennis Matches conducted by the U. S. Lawn Tennis Association.

SHIPS' PETS GET CLOSE SCRUTINY

A muffled whimper or a tell-tale squirming bulge in a seabag during the war might have been the signal for a sympathetic inspection officer to look the other way. Under new regulations, however, all gear brought aboard naval ships and aircraft will come in for close scrutiny.

General Order 248-47 (NDB, 31 March) directed that cats, dogs, monkeys and other living animals shall not be permitted aboard any naval vessel or aircraft unless:

- The owner submits satisfactory evidence to the CO that the animal has been immunized with an approved rabies vaccine within a previous six-months period, and
- The owner submits, in addition, evidence that a veterinarian or medical officer has examined and found the animal to be apparently

free of diseases which may be harmful to man.

BuMed strongly recommended to SecNav that the order be issued.





SOCK 'EM boxing matches on the fantail of USS *Little Rock* were among highlights of the 14-day Reserve training cruise on board the light cruiser.

ALL-NAVY ELIMINATIONS GROUPINGS

Tentative groupings of commands for playing off future All-Navy eliminations was announced by BuPers Circ. Ltr. 68-47 (NDB, 30 April). The groupings were arranged upon the basis of experience garnered in the All-Navy basketball eliminations. The groupings are:

Group I—Com 1, Com 3, Com 4, Com 5, Com 6, PRNC, SRNC.

Fleet units normally based on east coast ports are to be considered eligible to participate in east coast eliminations.

Group II—Com 7, Com 8, Com 9.

Group III—Com 11, Com 12, Com 13, Com 17.

Fleet units normally based on the west coast are to be considered eligible to participate in west coast eliminations.

Group IV—ComServLant, Com 10, Com 15.

Fleet units in the Atlantic Fleet and Fleet units based in east coast ports may compete in ServLant eliminations.

Group V—ComServPac.

Fleet units and shore activities in the Hawaiian Area and those in west coast ports who elect to compete in ServPac eliminations.

Group VI—ComServPac.

All naval activities ashore and afloat west of the Hawaiian Islands.

Ships' Teams Sunk

The pitchers were on the defensive—but definitely—when the activities in and around San Diego opened their baseball tournament.

The Amphib Base nine started the ball rolling with a 32-3 shellacking of the *uss Gantner* (APD 42) squad. The NTC Bluejackets rolled up the second-high score by walloping Fort Rosecrans 22-3. Pendleton pounded the Coast Guard Air Station, 17-2. The Naval Air Fliers toppled the *uss Sierra* (AD 18) nine, 17-3, and the Sonar School beat the *uss Ajax* (AR 6) crew by the same tally. The NavSta bested the *uss Tucson* (CL 98), 10-4, and the NavHosp edged the Submarine Task Group, 5-3.

MAG 24 Undefeated

"Well in hand," applied to the situation on the basketball courts in China, too, as Marine Air Group 24's cage squad romped away with the First Division's (Reinf) title and then remained undefeated in snatching the ComNavWesPac tourney.

All-Navy Boxing

The All-Navy boxing finals which are under way at San Diego this month mark the second sport to be held in the revitalized All-Navy sports program. Basketball, staged March 26-29 at Great Lakes, was the first. Eliminations for the ring finals in the various naval districts attracted great interest in each locale.

Potomac River NC

Quarters K, Arlington, Va., and NavRecSta, Washington, D. C., tied for team honors in the PRNC ring tourney held in the Quarters K gym. Quantico Marines, Quantico, Va.; NAS, Patuxent River, Md., and NAS, Anacostia, D. C., all sent representatives to the boxing eliminations.

3rd Naval District

Representatives from the 3rd Naval District were selected by means of a tourney held in the auditorium of the NavRecSta, Brooklyn, N. Y. in April. Navy, MarCorps and Coast Guard ships and stations within the district sent 67 contestants to the tourney.

11th Naval District

Near-capacity crowds at the Coliseum, San Diego, cheered the winners on in the 11th District eliminations held the last week in April. Twenty bouts carded each of the three nights had the fans saying: "The pros can't match these Navy fighters for action and thrills." The "shows" were each three hours long.

13th Naval District

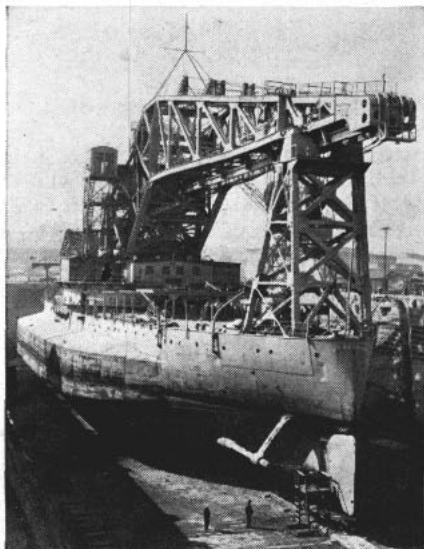
All-Navy representatives from the 13th District were also chosen via the tourney elimination method. A team of eight men was sent to the San Diego finals. The bouts were staged at the Sand Point NAS in May, free of charge and open to the public. All non-commissioned men, Navy, MarCorps and Coast Guard were eligible for the jousts in the 13th District as well as for all other districts and the finals.

'Tops in Sportsmanship'

"Tops in sportsmanship" was the tribute paid to the Great Lakes NavTraCen basketball team in a letter from American Legion Post No. 329, Libertyville, Ill.

The letter, to the commandant of the training center, expressed the appreciation of the post for the co-operation which the Navy quintet gave the Legion team.

"You may feel justly proud of the record that your men are establishing, whether they win, lose or draw," the letter stated. "Members of our team and athletic department feel without a doubt that the Great Lakes basketball quintet was one of the finest to visit Libertyville this year, and that they were tops in the all-important field of sportsmanship."



EX-BB *Kearsarge*, now AB-1, gets an overhaul in San Francisco. Craneship is one of oldest naval vessels in service.

Swimming and Diving

Get out on the boat-boom and practice your jack-knife; the All-Navy Outdoor Swimming and Diving Championships are scheduled the week of 18 August at NAS, Jacksonville, Fla.

Preliminary splashes will be held not later than the week of 3 August among the following commands:

- Com 1, Com 3, Com 4, Com 6, PRNC, SRNC at Com 5.
- Com 8 and Com 9 at Com 7.
- Com 12 and Com 13 at Com 11.
- ComServLant (including Atlantic Fleet, Com 10 and Com 15).
- ComServPac (all activities ashore and afloat in the Hawaiian Area and fleet units on the West Coast not participating in a West Coast Naval District Meet).
- ComServPac (all naval activities afloat and ashore from commands west of the Hawaiian Islands).

The first place winner in each event of the preliminary meets will qualify for the championship meet at Jacksonville. Each sponsor of a preliminary meet will select men for the two relay teams from personnel participating in the preliminary meet. These men do not necessarily have to qualify in individual events. However, this does not exclude individuals who qualify in other events from participating in the relays.

All officers and enlisted men of the Navy, Marine Corps and Coast Guard are eligible to participate in their respective preliminary meets. Personnel from Naval Air Training Units, MarCorps, Coast Guard and ships of the active and inactive Fleets shall participate in the preliminaries sponsored by the command in which area their activity is located.

The events at Jacksonville will include: 1,500-meter swim, 200-meter freestyle, 3-meter board, 300-meter medley relay, 400-meter freestyle, 100-meter backstroke, 200-meter breaststroke, 800-meter freestyle relay, 800-meter freestyle, 100-meter freestyle and 300-meter individual medley swim.

The championship meet was announced in BuPers Circ. Ltr. 84-47 (NDB, 15 May). The directive stated that all events in both the preliminaries and championship meets will be held in a 50-meter outdoor swimming pool, and the general rules and regulations for outdoor championships as outlined in the Official AAU Swimming Guide 1946-47 will be followed, except where the circular letter otherwise directs.

Personnel who desire to enter preliminary championship meets should have their entries forwarded by COs to their host command before 1 July.

Largest Transport Plane

The 92-ton Lockheed Constitution (XR60-1), largest transport plane, is still undergoing rigorous test flights prior to being accepted for use by NATS.

Designed in war and flown in peace, the four-engined monoplane was first publicized last fall (see ALL HANDS,



TANDEM arrangement overcomes helicopter balance problem. Here the new craft lifts a jeep, weighing more than a ton, to show its carrying ability.

'COPTER IS FLYING WORK HORSE

New horizons have opened up for the helicopter. Transportation, until recently, had not been one of the helicopter's fortes, but with the initial military load carried by a helicopter, the odd-appearing plane comes into its own as a piece of military equipment.

The Navy XHRP-1 helicopter demonstrated the load-carrying possibilities of that type of plane by taking off with a jeep weighing over one ton suspended beneath it and flying to a pre-determined destination, in a demonstration before Navy, press and newsreel representatives.

During the demonstration, the helicopter was loaded with 10 passengers. It took off vertically and flew to the pre-determined point and

unloaded the passengers. Then it returned to the point of origin ready to pick up another load, thus demonstrating its ability to shuttle troops rapidly where required for combat.

The plane has a 600-horsepower engine, can take off vertically with over a ton of useful load, accelerate to speeds of over 100 miles per hour and climb to high altitudes. It has a range of approximately 300 miles and carries a crew of two plus eight passengers. Useful particularly for rescue operations, the XHRP-1 has been nicknamed "The Rescuer." It is the first successful tandem rotor helicopter.

Development of this new type of helicopter was instigated during the war.

October 1946, p. 17) and made its first flight 9 Nov 1946.

Tests have shown the double-decked transport can take off in 27 seconds, using 1,820 feet of runway, less than normally required by two-engine commercial airliners. It has proved to be the most easily controlled airplane ever flown by Lockheed's chief test pilot.

XR60-1 has a maximum range of 6,300 miles, cruising speed of 286 miles-per-hour, a ceiling of 27,600 feet and a top speed of 303 miles-per-hour. At its maximum gross weight of 92 tons, the plane will take off in 2,350 feet, clear a 50-foot obstacle in 4,320 feet, and land over a 50-foot obstacle, stopping in 2,300 feet. The four-bladed, 19-foot propellers on the inboard engines are reversible, pro-

viding additional braking power on landings.

Structural material used in the Constitution weighed 113,000 pounds and would be enough to build 2½ Constellations, 4 P2V Neptunes or 16½ P-80 Shooting Stars.

The fuselage volume of the transport compares with that of the largest Pullman car ever built, plus the biggest railroad box car ever designed, plus the largest flat car, with enough volume left over to fill a passenger bus! The gasoline tanks in the wings hold 10,000 gallons, or as much as a railroad tank car.

A double-deck fuselage was chosen for maximum space use. A single floor had too much waste space either above or below it.

DECORATIONS & CITATIONS

High Award Given PatBomRon 118 for Its Combat Record

Patrol Bombing Squadron 118 has been awarded the Presidential Unit Citation for its outstanding combat record against enemy forces and installations in East China, Korea and Japan, during the Okinawa campaign, from 26 Apr to 8 Aug 1945.

The first squadron to operate heavy bombers from still-insecure Okinawa, PatBomRon 118 opened a three-weeks campaign on 26 April, sending U.S. planes for the first time into the Sea of Japan and confined waters around Korea to sink 24 enemy ships and damage 30 others in one of the most successful operations of this kind.

Braving fire from the shore, the targets, escorting warships and enemy fighters, the squadron attacked hostile shipping at every opportunity; executed strikes against heavily fortified air bases and airfields in Kyushu and Korea; and on 7 June began its intensive campaign of mining the waterways and harbors along the coast of Korea while continuing to wreak havoc on enemy land and shipping targets.

With the sea blockade forcing more traffic overland, the squadron organized a raid to cripple land communications between Japan and China and, during missions in eastern Korea, against Shanghai and along the coastal waters of northern Honshu, inflicted intensive damage on railroad, airfield and shipping installations.

Comdr. C. K. Harper, USN, Saranac Lake, N. Y., was CO of the squadron at the time.

Irwin Receives NUC for Helping Princeton



USS Irwin (DD 794)

The Navy Unit Commendation has been awarded USS Irwin (DD 794) for service during salvage operations after USS Princeton had been damaged by enemy action in the Samar area on 24 Oct 1944.

Undeterred by foul weather, fires raging on the flight and hangar decks of the stricken carrier and a series of violent internal explosions, the USS Irwin went alongside. Operating in a choppy sea as the wind steadily rose and the rain reduced visibility, the Irwin rigged her hoses and, despite dense black smoke and the constant danger of falling debris, succeeded in directing the hoses on fires in the forward part of the hangar deck.

Later, when a terrific explosion blew off a major portion of the Princeton's stern, the Irwin immediately dispatched boats and stood by at close quarters to assist in the rescue of survivors, recovering 646 men from the sea and from the Princeton's decks before the carrier was ordered sunk.

Comdr. Daniel B. Miller, USN, Long Beach, Calif., was CO of the Irwin at the time of the action.

Acorn 14 Commended For Tarawa Service

The Navy Base Occupation and Development Force for the Tarawa offensive, known by the code designation of Acorn 14, has been awarded the Navy Unit Commendation for invaluable service in reconstructing the Japanese airstrip on Tarawa from 23 Nov 1943 to 1 Feb 1944.

Acorn 14 was comprised of the 74th Naval CB, the attached Boat Pool, Argus Unit 10 and Carrier Aircraft Service Unit 17.

Subjected to fire from strongly entrenched enemy positions and to frequent air attack, Acorn 14 rendered invaluable service in reconstructing the Japanese airstrip into an important U.S. air base and in servicing and maintaining our planes which operated from this base. Commencing work on the airstrip while the struggle raged about the beachhead, this unit labored by day under the covering fire of the marines and at night by the light of exploding enemy stores and equipment to develop this island into an efficient, operating American base which subsequently became the spearhead of our assault on the Marshall Islands in January 1944.

Comdr. Freemont G. Elliott, USNR, Clayton, Mo., was OinC of the 74th

Naval CB at the time. Lt. Comdr. Henry A. Batchelor, USNR, Los Angeles, Calif., commanded Argus Unit 10; and Lt. Comdr. W. H. Ginn, USNR, Philadelphia, Pa., was OinC of Carrier Aircraft Service Unit 17.

PC 559 Gets Award For Salerno Action

USS PC 559 has been awarded the Navy Unit Commendation for her record of service in support of landing operations in the Gulf of Salerno, Italy, 8 and 9 Sept 1943.

Proceeding through unswept waters four hours in advance of the sweeper units and the main body of the attack force, USS PC 559 established the proper point for lowering landing craft in which assault forces in divisional strength were embarked, and then assumed her station as guide and dispatcher. Operating under concentrated shore artillery fire and heavy enemy aerial attack for a continuous period of eight hours, she maintained her position and dispatched successive waves of assault craft to designated beaches according to plan.

Her record of service both during landing operations and subsequently while on antisubmarine patrol reflects highest credit upon herself, her CO, Lt. John R. Cain, USNR, of Quincy, Mass., and her men.



NOB, Navy 117, FPO, N. Y.

"Givin' ya much trouble?"

Famed 'Black Cat' Group Honored for Early War Service

Patrol Squadron 12 has been awarded the Presidential Unit Citation for its gallant combat record in the South Pacific, from 24 Nov 1942 to 1 June 1943.

The famed Catalina "Black Cat" squadron originated effective night flying tactics in conducting torpedo, bombing, antisubmarine and harassing missions against enemy units and installations.

Flying at low altitudes, frequently in the face of concentrated anti-aircraft fire and hazardous weather, the squadron overcame obstacles in conducting night searches, night-spotting for cruiser task forces, and bombing missions. With only nine planes available for operations and lacking spare parts and personnel to repair these aircraft, the squadron, by its skillful tactics, inflicted damage on important enemy shore installations at Munda, Villa Plantation, Buka and Kahili, and on Japanese shipping in the Solomon Islands area.

Outstanding for its fighting spirit, PatRon 12 established a standard for subsequent Catalina squadrons. Capt. Clarence O. Taff, USN, Santa Barbara, Calif., was CO of the squadron at the time.

Minelayer Honored For Okinawa Duty

USS *Harry F. Bauer* (DM 26) has been awarded the Navy Unit Commendation for her combat record in support of fleet operations during the Okinawa campaign from 1 Apr to 6 June 1945.

A natural and frequent target for heavy Japanese aerial attack while occupying advanced and isolated stations, USS *Harry F. Bauer* defeated all efforts of enemy kamikaze planes to destroy her. Constantly ready for battle, she rendered invaluable support to our antisubmarine screen, served as an anti-aircraft buffer for our naval forces off the Okinawa beachhead and, with her own gunfire, downed 12



USS *Johnnie Hutchins* (DE 360)

Attacked 3 Jap Subs, DE 360 Commended

USS *Johnnie Hutchins* (DE 360) has been awarded the Navy Unit Commendation for a series of successful attacks on three Japanese midget submarines while patrolling Allied convoy lanes between the Ryukyus and the Philippines on 9 Aug 1945.

Alert and ready for battle when she encountered the nest of midget submarines, the *Johnnie Hutchins* engaged a surfaced submarine and sank it with gunfire at point-blank range. Sighting the periscope of a second submarine, she commenced a run on this vessel while the first target was still under fire, attacking it with depth

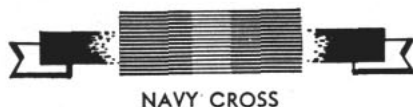
charges until contact was no longer available. When she spotted the periscope of another submarine submerged approximately eight miles from the scene of the first action, she quickly closed to attack and probably sank the enemy vessel with several depth charges which exploded in the immediate vicinity. Emerging unscathed from this action, the *Johnnie Hutchins* had aided materially in clearing an important convoy lane of a serious underwater threat.

Lt. Comdr. Hugh M. Godsey, USNR, Baltimore, Md., was CO of the ship at the time.

enemy planes and assisted in the destruction of three others.

Although damaged by an enemy suicide plane which crashed near her, she remained on station and later escorted a stricken vessel back to port.

Comdr. Richard C. Williams, Jr., USN, Baltimore, Md., was CO of the ship at the time of the action.



Gold star in lieu of second award:

★ AUSTIN, Bernard L., Capt. (then Comdr.), USN, Arlington, Va.: As ComDes-Div 46, Capt. Austin fought in action against Japanese forces in the Solomon

Islands on the night of 1 and 2 Nov 1943. With his task force engaging a Japanese surface force of superior fire power, he hurled his full fighting strength against the enemy and aided his task force in sinking five hostile warships, in damaging four others and in completely routing the enemy, thereby contributing materially to the successful establishment of our beachhead on Bougainville Island.

★ HAWKINS, Arthur R., Lt. (then Lt. (jg)), USNR, Lufkin, Texas: As pilot in FitRon 31, attached to USS *Cabot*, Lt. Hawkins participated in action against Japanese in the vicinity of the Philippines on 13 Sept 1944. In a pre-dawn take-off to strike against a superior number of enemy aircraft, he braved heavy anti-aircraft fire from ground installations and relentlessly sent five Japanese fighters crashing in flames and damaged an additional three airborne enemy planes.

First award:

★ ANDERSON, Alexander L., USNR, New York City: As pilot of a fighter plane and division leader in BomFitRon 80, attached to USS *Hancock*, Lt. Anderson took part in operations against the Japanese in the Pacific. As leader of a division of planes conducting a fighter sweep against the enemy, he personally destroyed five enemy aircraft in the air despite heavy anti-aircraft fire.

★ BERG, Adam W., Lt. (jg) (then Ens.), USNR, Long Island, N.Y.: As pilot of a dive-bombing plane in BomRon 14, attached to USS *Wasp*, Lt. (jg) Berg participated in action against major units of the Japanese fleet during the First Battle of the Philippine Sea on 20 June 1944. In a daring strike against enemy surface forces, he flew through intense and accurate anti-aircraft fire to press home a low altitude attack and to score direct bomb hits on an oiler, contributing materially to its destruction. During retirement, he maneuvered his plane to frustrate the repeated attacks of enemy fighters. When his fuel supply became exhausted before reaching base, he



USS *Harry F. Bauer* (DM 26)

★ DECORATIONS

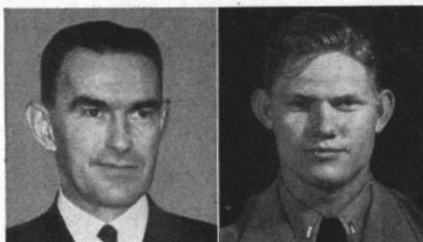
Navy Cross (Cont.)

executed a skillful water landing with sufficient equipment to enable the crew to survive until rescued.

★ **BLACKBURN, John T.**, Comdr., USN, Chevy Chase, Md.: As CO of *FitRon 17*, Comdr. Blackburn took part in action against Japanese forces in the vicinity of New Britain, Solomon Islands, from 26 Jan to 26 Feb 1944. Engaging in continuous operations throughout this period, he led his squadron in numerous successful escort missions and fighter sweeps over the enemy-held stronghold of Rabaul. Intercepted by an outnumbering force of aircraft on 26 and 30 January, he closed with the enemy planes and personally blasted three from the sky and probably destroyed three additional. In a subsequent engagement on 6 February Comdr. Blackburn struck at the oncoming planes, personally shooting down four and damaging two others. Sighting an enemy auxiliary schooner off Pondo Point on 9 February, he led his flight in a series of strafing runs to sink the vessel.

★ **BURACKER, William H.**, Capt., USN, Winchester, Mass.: As CO of *uss Princeton* during operations against Japanese forces in the vicinity of the Palau Islands, the Philippines, Visayas, Pyirys, and Formosa, from September through October 1944, Capt. Buracker proved himself an alert and aggressive leader. He directed the *Princeton* and Attack Air Group 27 in numerous successful operations against the enemy during the critical period and, by his professional skill and untiring efforts, contributed in a large measure to the infliction of extensive damage on a large amount of Japanese aircraft, aircraft installations, shipping and other military objectives. With his ship subjected to a fierce enemy aerial attack and severely damaged in one bitter engagement, he courageously directed fire-fighting measures and, although the *Princeton* was rocked by three violent explosions, continued in his efforts to save the stricken ship until the tactical situation required that it be abandoned and sunk by our air forces.

★ **CAVENAGH, Robert W.**, Capt. (then Comdr.), USN, Alexandria, Va.: As CO of *uss Stanly* (DD 478), Capt. Cavenagh participated in action against Japanese forces in the Solomon Islands on the night of 1 and 2 Nov 1943. With his task force engaging a Japanese surface force of superior fire power, he hurled the full fighting strength of his ship against the enemy and, by his inspiring leadership



Capt. Cavenagh

Lt. Halstrom



Lt. Hawkins

R. Adm. Johnson

and skilled combat tactics, aided his task force in sinking five ships, damaging four others and in completely routing the enemy, thereby contributing substantially to the establishment of our beachhead on Bougainville Island.

★ **CEVOLI, Richard L.**, Lt., USNR, Greenwich, R. I.: As pilot of a fighter bomber plane in *FitRon 18*, attached to *uss Intrepid*, Lt. Cevoli took part in action against major units of the Japanese fleet during the Battle for Leyte Gulf from 24 to 26 Oct 1944. Diving with eight other fighters through intense antiaircraft fire, he strafed the largest ship of an enemy battleship force in the Sibuyan Sea, silencing many antiaircraft weapons and inflicting casualties on enemy personnel. Attacking a Japanese carrier force off northeastern Luzon the following day, he dived through a terrific barrage of antiaircraft fire and seriously damaged the carrier with a 2,500-pound hit. Again participating in an attack on the enemy's battleship force in the Sibuyan Sea, Lt. Cevoli disregarded the opposition and scored a near miss on a Kongo class battleship with a 500-pound bomb. Then, pulling out, he made a second run to strafe a destroyer, silencing its antiaircraft weapons and thereby contributing to the successful bombing and torpedo attacks which followed.

★ **COOK, Paul P.**, Lt. (then Lt. (jg)), USNR, Atlanta, Ga.: As pilot of a dive bomber in *BomRon 20*, attached to *uss Enterprise*, Lt. Cook flew in action against units of the Japanese fleet in the Battle of Leyte Gulf on 24 Oct 1944. Flying as wingman on a search and attack mission when an enemy task force was sighted and his division assigned a battleship as a target, he defied the barrages of antiaircraft fire to dive low over the warship and release his bombs at a perilously low altitude to score hits which contributed materially to the infliction of extensive damage on the Japanese vessel.

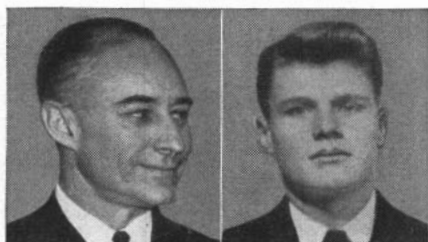
★ **COX, William R.**, Comdr., USN, Washington, D. C.: As CO of *uss McGowan* in action against the Japanese in the Battle of Surigao Strait, Philippine Islands, 24 to 25 Oct 1944, Comdr. Cox proved himself a forceful leader. With U. S. destroyer units deployed in a flanking maneuver as tactically disposed PT boats opened fire on a formidable column of Japanese battleships, cruisers and destroyers advancing under cover of darkness towards our waiting forces, he placed the *McGowan* in an advantageous striking position within close range of the enemy force. Although silhouetted by the illuminating glare of star shells and under fire, he launched his torpedoes with precise timing in the first sudden, coordinated attack, surprised the enemy and rendered him vulnerable to the smashing blows of our heavy naval units,

subsequently retiring without damage from the engagement which resulted in the sinking of two Japanese battleships and three destroyers before effective return fire could be brought on our task force.

★ **FISHER, Byron E.**, 2d Lt., USMCR, New Philadelphia, Ohio (posthumously): While attached to Company H, 3d Batt, 27th Marines, 5th MarDiv, Lt. Fisher fought in action against Japanese forces on Iwo Jima on 13 Mar 1945. Participating in an attack against enemy forces entrenched in pillboxes, caves and spider traps, he led his platoon down a ravine to overrun the enemy position. Despite severe wounds received when the enemy launched a furious counteroffensive before his position could be consolidated, he promptly, and without consideration for his own safety, helped put a captured Japanese machine-gun into action, thus aiding materially in repelling the enemy, though he lost his own life.

★ **GRAY, Robert L.**, Pvt., USMC, Los Angeles, Calif. (posthumously): While serving with a platoon of Company K, 3d Batt, 5th Marines, 1st MarDiv, Pvt. Gray fought in action against Japanese forces at Cape Gloucester, New Britain, on 9 Jan 1944. A large number of the men in his platoon were casualties and the rest were pinned down by heavy rifle, machine-gun and mortar fire, during a coordinated attack on a hostile jungle ridge. Hearing the order to assault, he unhesitatingly charged up the hill, killed at least two of the Japanese and destroyed a machine gun before he was mortally wounded.

★ **GROSSI, Dominick J.**, 2d Lt., USMCR, Lockport, N. Y.: As leader of an assault platoon attached to Company K, 3d Batt, 21st Marines, 3d MarDiv, Lt. Grossi participated in action against Japanese forces during the seizure of Iwo Jima on 24 Feb 1945. Penetrating one of the most heavily fortified positions on Iwo Jima in an attempt to cut across Motoyama Airfield 2 and capture the commanding ridge, he maneuvered the approach to the airfield with adroit tactical skill and, disregarding the pounding barrage of mortars and field pieces, the crossfire of machine guns and rifles and the concussions of grenades hurtling through the air and exploding near by, he surged across the heavily mined sands dotted with buried pillboxes. Determined to gain his objective and refusing to yield to the overwhelming volume of the fire, Lt. Grossi led his unit against the Japanese, slashing right and left with his bayonet, thrusting grenades into massive emplacements sunk in the sand, dropping them behind rocks, holding desperately and fighting furiously in hand-to-hand engagements as he smashed through a sector swarming with Japanese to gain the 50-foot ridge on the opposite



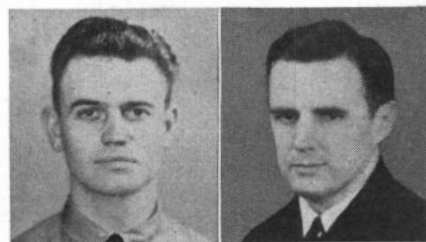
Capt. Austin

Lt. (jg) Berg



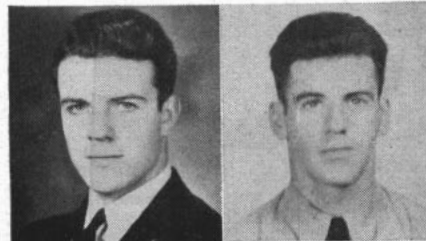
Comdr. Blackburn

Capt. Buracker



Lt. Masoner

Capt. Phillips



Lt. (jg) Prater

Lt. Savage



Lt. Comdr. Seckel

Lt. Schnabel



Lt. (jg) Schulke

Rear Admiral Stump

side of the airstrip after an hour and a half of savage battle. When a strong enemy counterattack forced him to yield the newly won position, he promptly and effectively reorganized the twelve men remaining in his unit, led the group in a fierce bayonet and grenade charge and re-occupied the hill.

★ **HALSTROM, Paul R., Lt. (then Lt. (jg)), USNR, Reedley, Calif.:** As pilot of a scout bomber plane in BomRon 13 attached to *uss Franklin*, Lt. Halstrom flew in action against the Japanese during the Battle of Leyte Gulf, 25 Oct 1944. Participating in a furious strike against a large enemy task force, he fought his plane through intense and continuous antiaircraft fire and aerial opposition and maneuvered to score a direct hit on a Japanese aircraft carrier, contributing materially to its sinking.

★ **HAWKINS, Arthur R., Lt., USNR, Lufkin, Tex.:** As pilot in FitRon 31, attached to *uss Cabot*, Lt. Hawkins fought in action against Japanese forces in the vicinity of the Philippines 21 Sept 1944. He participated in the first fighter sweep against an important enemy airfield and succeeded in shooting down four enemy planes and in damaging a fifth.

★ **JOHNSON, William D., Rear Admiral (then Capt.), USN, Pensacola, Fla.:** As CO of *uss Suwanee*, Admiral Johnson engaged that vessel in furnishing aerial support to our amphibious attack groups landing on the shores of Leyte Gulf, Philippine Islands, 18 to 27 Oct 1944. With his ship damaged by enemy aerial attack during the battle off Samar Island on 25 October Admiral Johnson continued to operate his ship, directing numerous aerial strikes against the Japanese fleet in the Leyte Gulf and thereby contributing to the extensive damage inflicted on enemy surface units. Although seriously wounded, he maneuvered his crippled ship through hazardous submarine infested waters and effected a safe withdrawal from the combat area.

★ **MASONER, William J., Jr., Lt., USNR, Riverside, Ill.:** As a pilot in FitRon 19, attached to *uss Lexington*, Lt. Masoner flew in action against the Japanese during the Battle of Leyte Gulf on 24 Oct 1944. Intercepting aerial groups of enemy planes while leading his division, he directed his planes in a determined onslaught and sent 13 of them flaming from the sky, personally accounting for six and sustaining no loss to his own formation.

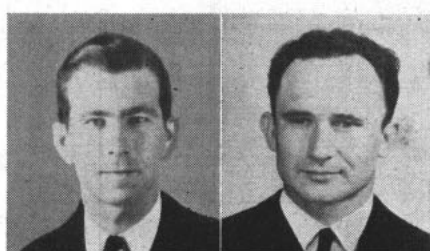
★ **PARKER, Wayne A., Lt. Comdr. (then Lt.), USNR, Oklahoma City, Okla.:** As engineer officer of a U. S. destroyer, Lt. Comdr. Parker participated in the assault and capture of Tarawa Atoll on 20 Nov 1943. When an enemy shell penetrated the after engine room of his vessel during a fire support mission, he raced to the un-

derwater hole and, instantly plugging it with his body, prevented flooding while emergency repairs were made. He then ordered all personnel clear of the area and personally disposed of the shell by carrying it topside and jettisoning it.

★ **PHILLIPS, Richard H., Capt., USN, San Francisco, Calif.:** As ComDesDiv 108 in action against major units of the Japanese fleet during the Battle of Surigao Strait, Philippine Islands, 24 to 25 Oct 1944, Capt. Phillips contributed materially to the defeat of the enemy. Effectively deploying two destroyers in a flanking maneuver as tactically disposed PT boats opened fire on a formidable column of battleships, cruisers and destroyers advancing under cover of darkness toward our forces, he planned his group in an advantageous striking position within close range of the enemy force, although silhouetted by the illuminating glare of star shells and under fire, he directed the second attack with precise timing, rendering the enemy vulnerable to the blows of our heavy naval units. Subsequently he retired without damage from the furious engagement which resulted in the sinking of two Japanese battleships and three destroyers before effective return fire could be brought to bear on our task force.

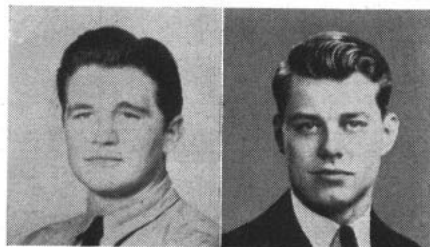
★ **PRATER, Luther D., Lt. (jg), USNR, Ada, Ohio:** As a pilot in FitRon 19, attached to *uss Lexington*, Lt. Prater flew in action against the Japanese during the Battle of Leyte Gulf, 25 Oct 1944. Participating in a vigorous torpedo and bombing attack against major units of the Japanese fleet, he plunged through a barrage of intense antiaircraft fire and maneuvered his plane in low strafing runs over the formation to divert their fire, thereby enabling our forces to press home their attack and inflict additional damage. Upon returning to base, he immediately joined in a similar strike and again delivered heavy and accurate counterfire in low-level forays which resulted in the sinking of several enemy units, including aircraft carriers.

★ **PRENDERGAST, James F., 2d Lt., USMCR, Easton, Pa.:** As platoon leader, attached to Company I, 3d Batt, 8th Marines, 2d MarDiv, Lt. Prendergast fought in action against Japanese forces on Saipan, 15 and 26 June 1944. Assembling a small group of Marines to divert an enemy force threatening his company's rear positions in a flanking maneuver, he led his men in a furious attack into a wooded area where the Japanese were seen. Undeterred by a wound sustained during the ensuing action, he continued his advance and, fighting on



Lt. (jg) Thomson

Lt. Townsend



Lt. Comdr. Turner

Lt. (jg) Wilton

with pistol and hand grenades when his carbine became inoperative, succeeded in killing seven of the enemy. Refusing evacuation despite a second wound, he crossed an open field under heavy machine-gun barrages, carrying a man to a place of comparative safety for medical treatment. On 26 June he led his platoon against two machine-gun emplacements in high cliffs and was wounded a third time while taking another man out of the range of enemy fire. Although ordered to the rear lines, he had inspired his men to carry out the attack with renewed determination, thereby contributing in a large measure to the reduction of the enemy strong point and to the success of our over-all operations on Saipan.

★ **ROSS, William T., Jr., Lt. (jg), USNR, Roselle Park, N. J.:** As a pilot in TorpRon 20, attached to *uss Enterprise*, Lt. (jg) Ross flew in action against the Japanese during the Battle of Leyte Gulf 24 Oct 1944. Flying as a wingman in a coordinated bomber and torpedo attack against a heavily defended enemy task force, he pressed home an attack against a 50,000-ton enemy battleship, plunging through intense antiaircraft fire to score a direct torpedo hit on the powerful warship.

★ **SAVAGE, Francis J., Lt., USNR, Birmingham, Mich.:** As pilot of a torpedo plane in Air Group 20 attached to *uss Enterprise*, Lt. Savage participated in action against the Japanese during the Battle of Leyte Gulf on 25 Oct 1944. Though the enemy antiaircraft fire was intense, he pressed home attacks upon an enemy carrier, scoring a direct hit on the carrier, and rendered valuable assistance in sinking a major unit of the Japanese fleet.

★ **SECKEL, Albert, Jr., Lt. Comdr. (then Lt.), USNR, Peoria, Ill.:** As a pilot in FitRon 19, attached to *uss Lexington*, Lt. Comdr. Seckel participated in action against Japanese forces during the Battle of Leyte Gulf 25 Oct 1944. Directing his fighter craft in escorting dive bombers and torpedo planes in a strike mission against Japanese surface units, he led his planes through antiaircraft fire to deliver a strafing and bombing attack upon a large aircraft carrier. During this action he maneuvered his plane to score a direct hit and leave the vessel engulfed by tremendous explosions and huge fires, listing to port and sinking to the stern.

★ **SCHNABEL, Charles W., Lt. (then Lt. (jg)), USNR, Cayahuga Falls, Ohio:** As a pilot in TorpRon 13 attached to *uss Franklin*, Lt. Schnabel fought his plane in action against the Japanese in the Battle of Leyte Gulf on 25 Oct 1944. He flew through withering fire and intense fighter opposition to launch an aerial glide-bombing attack against the enemy and

HOW DID IT START?

Anchor

As a ship moves into port, all hands are waiting for the familiar cry, "let go." At the captain's command, the hook goes down, accompanied by a rattling roar and a huge splash. The anchor is no modern invention; it was used as far back as 2000 B.C.

But in those days anchors were not made of steel or iron, they were usually bags of sand or crude affairs made of stone. In time, expert stone cutters were commissioned to chisel anchors out of the best stone available. The design of the anchors used in those days is not far different from the ones in use today. Pictures of anchors comparable to those in use today may be found in the Catacombs.

The Greeks used the anchor as a symbol of hope and steadiness, while the Romans used it as a symbol of wealth and commerce.



★ DECORATIONS

Navy Cross (Cont.)

succeeded in scoring a direct bomb hit on a Japanese aircraft carrier to assist in its subsequent sinking.

★ SCHULER, Frederick, Lt. (jg), USN, Athens, Ohio: As a pilot in TorpRon 19, attached to *uss Lexington*, Lt. (jg) Schuler took part in the action against the Japanese in the Battle for Leyte Gulf on 25 Oct 1944. Participating in a vigorous strike against the Japanese fleet, including aircraft carriers, battleships, cruisers and destroyers, he plunged through the enemy's anti-aircraft fire and without fighter protection, pressed home his attack against a carrier and a light cruiser, scoring a direct hit on the cruiser and contributing materially to her probable sinking.

★ SCHULKE, Edward H., Lt. (jg), USNR, Cleveland, Ohio: As a pilot in TorpRon 19 attached to *uss Lexington*, Lt. (jg) Schulke flew his plane in action against the Japanese in the Battle for Leyte Gulf on 25 Oct 1944. In a vigorous strike mission against units of the Japanese fleet, including carriers, battleships, cruisers and destroyers, he plunged through the enemy's anti-aircraft force and made a direct hit on an enemy carrier, contributing materially to its subsequent sinking.

★ SOLI, Hartman A., Lt. Comdr., USNR, Bay City, Tex.: As leader of a four-plane division of fighter planes in FitRon 7, attached to *uss Hancock*, Lt. Comdr. Soli flew a strike and escort mission against the Japanese in the vicinity of the Philippines on 26 Oct 1944. After escorting the bombing planes to their target, he led his division in an attack through enemy fire scoring two rocket hits and strafing the decks of a hostile cruiser. His attack distracted fire from the bombers and enabled them to complete their mission successfully.

★ STUMP, Felix B., Rear Admiral, USN, Pensacola, Fla.: As CTU 77.4.2, Rear Admiral Stump proved himself a forceful leader while those escort carriers were en-

gaged in furnishing aerial support to our amphibious attack groups landing troops on the shores of Leyte Gulf from 18 to 20 Oct 1944. With his task unit under almost continuous fire from enemy aircraft and suicide dive bombers during the Battle of Samar Island on 25 October, he continued to direct repeated aerial strikes against the Japanese fleet approaching Leyte Gulf and contributed in large measure to the sinking of several enemy ships and to the infliction of extensive damage on numerous others.

★ SWANSON, Leonard R., Lt. Comdr., USNR, Houston, Tex.: As a pilot in BomRon 16, attached to *uss Lexington*, Lt. Comdr. Swanson participated in action against the Japanese in the Battle for Leyte Gulf, 25 Oct 1944. In the face of enemy air opposition and continuous fire from enemy anti-aircraft batteries, he pressed home an attack on a Japanese battleship, and accurately placing his bomb, scored a direct hit on the target, despite its desperate evasive tactics.

★ THOMSON, Charles E., Lt. (jg), USNR, St. Louis, Mo.: As a pilot in BomRon 7, attached to *uss Hancock*, Lt. (jg) Thomson flew in action against the Japanese in the Battle of Leyte Gulf on 26 Oct 1944. Participating in a strike against major units of the Japanese fleet, he plunged through a barrage of enemy anti-aircraft fire to score a direct hit on a Japanese cruiser.

★ TOWNSEND, Eugene P., Lt., USNR, South Gate, Calif.: As a pilot in FitRon 22 attached to *uss Princeton*, Lt. Townsend took part in action against the Japanese during the Battle of Leyte Gulf 24 Oct 1944. He participated in the interception of a large group of enemy planes attempting to attack our task force, and pressed home his attack to shoot down five planes and to inflict severe damage on another. Although his plane was struck several times by enemy fire, he continued to engage the enemy until his ammunition and fuel were exhausted.

★ TURNER, Edward B., Lt. Comdr., USNR, Spartanburg, S. C.: As a pilot in FitRon 14, attached to *uss Wasp*, Lt. Comdr. Turner fought his plane in action against the Japanese in the vicinity of the Philip-

pines on 18 Oct 1944. Intercepting a strong force of enemy fighters, he engaged the outnumbering enemy in fierce combat, shooting down four and forcing a fifth to the ground where it crashed and burned.

★ WILTON, Jerry B., Lt. (jg), USNR, Grand Ledge, Mich.: As a pilot in BomRon 16 attached to *uss Lexington*, Lt. (jg) Wilton flew in operations against the enemy during the Battle of Leyte Gulf on 25 Oct 1944. In the face of enemy air opposition and intense fire from anti-aircraft batteries, he pressed home a dive-bombing attack on a Japanese aircraft carrier and scored a direct hit despite its desperate evasive tactics.

SILVER STAR MEDAL

Gold star in lieu of fifth award:

★ PORTER, George E., Comdr., USN, Oakmont, Pa.: CO, *uss Bluefish*, first war patrol, POA.

Gold star in lieu of second award:

★ BECKMAN, Kenneth F., Lt. Comdr. (then Lt.), USNR, San Francisco, Calif.: Chief engineer and diving officer, *uss Bluegill*, first war patrol, POA.

★ BOWERS, Richard H., Comdr. (then Lt. Comdr.), USN, Annapolis, Md.: Assistant approach officer, *uss Atole*, first war patrol, POA, 9 Oct to 11 Dec 1944.

★ FLACHSENHAR, John Jay, Comdr. (then Lt. Comdr.), USN, San Diego, Calif.: CO, *uss Rock*, third war patrol, POA, 22 June to 12 Aug 1944.

★ STYVERSON, Douglas N., Lt. Comdr., USN, Marquette, Mich.: Assistant approach officer, *uss Seawolf*, 12th war patrol, POA, 12 Dec 1943 to 27 Jan 1944.

★ TAYLOR, Will W., Lt., USNR, Providence, R. I.: Fighter pilot, FitRon 4, *uss Essex*, Tokyo area, 16 Feb 1945.

First award:

★ AIKEN, Thomas N., Lt. (then Lt. (jg)), USNR, Upper Darby, Pa. (posthumously): Aircrewman, AirGrp 9, *uss Essex*, Rabaul, New Britain, and Bougainville, 11 Nov 1943.

★ BARGE, Roland, CHCAP, USNR, Oakland, Calif.: UDT action against Japanese, 17 to 21 July 1944.

★ BOWMAN, Don C., Lt., USNR, St. Louis, Mo.: Diving officer, *uss Guardfish*, eighth war patrol, POA, 14 to 23 July 1944.

★ CAMPBELL, Churchill J., Lt., USNR, Taft, Calif.: OOD, *uss Parche*, second war patrol, POA, 17 June to 16 Aug 1944.

★ CAPPAERT, Francis L., Lt. (then Lt. (jg)), USNR, St. Louis, Mich.: CO, PT 370, POA, 23 Apr 1944.

★ CAUSEY, Fred O., CGM, USN, Elizabeth City, N. C.: Gallantry during Japanese landings on Corregidor, P. I., 5 May 1942.

★ CHELLEW, Homer W., Lt. (then Lt. (jg)), USN, East Lyme, Conn.: Plotting officer, *uss Picuda*, third war patrol, POA, 23 July to 3 Oct 1944.

★ DEUTERMANN, Harold T., Capt. (then Comdr.), USN, White Plains, N. Y.: CO, *uss Cogswell*, POA, 13 to 17 Oct 1944.

★ DUVALL, Charles T., Lt. Comdr. (then Lt.), USN, Long Beach, Calif.: Electrical officer, *uss Honolulu*, Philippine Islands area.

★ ESTES, George G., Lt. Comdr. (then Lt. (jg)), USNR, Franklin, La.: Dive bomber pilot, BomRon 10, *uss Enterprise*, Santa Cruz, 26 Oct 1942.

★ FISHER, Frank R., Lt. (then Lt. (jg)), USNR, Denver, Colo.: Plotting officer, *uss Seahorse*, fifth war patrol, POA, 2 June to 19 July 1944.

★ FRAZIER, Eugene E., CHCAP (CEC), USNR, Hawthorne, Nev.: UDT action against Japanese, 17 to 21 July 1944.

★ GREFE, Theodore F., Lt. Comdr., USNR, Duluth, Minn.: Assistant approach officer,

Gallant Marine Awarded Medal of Honor

For his conspicuous gallantry in the battle on Iwo Jima, Pfc. Donald J Ruhl, USMCR, has been posthumously awarded the nation's highest award, the Medal of Honor.

While serving as a rifleman in an assault platoon of Company E, 28th Marines, 5th MarDiv, on Iwo Jima from 19 to 21 Feb 1945, Pfc. Ruhl distinguished himself in every way as a fearless fighter and an unselfish comrade. He was quick to press the advantage when eight Japanese had been driven from a blockhouse on D-Day, and singlehandedly attacked the group, killing one with his bayonet and another by rifle fire in his determined attempt to annihilate the escaping troops.

He was cool and undaunted as the resistance increased throughout the night and he voluntarily left the shelter of his tank trap early in the morning of D-Day plus 1 and moved out under a tremendous volume of mortar and machine gun fire to rescue a ma-



Pfc. Ruhl

rine lying wounded in an exposed position approximately 40 yards forward of the line. Half pulling and half carrying the wounded man, he removed him to a defiladed position, called for an assistant and a stretcher and, again running through the heavy fire, carried the casualty to an aid station.

After he had returned to his unit, he volunteered to investigate an apparently abandoned Japanese gun emplacement and subsequently occupied the position through the night to prevent the enemy seizing the valuable weapon.

Pushing forward in the assault against the vast network of fortifications surrounding Mt. Suribachi the following morning, he crawled with his platoon guide to the top of a Japanese bunker to bring fire to bear on enemy troops located on the far side of the bunker. Suddenly an enemy grenade landed between the two marines. Pfc. Ruhl called a warning to his companion and threw himself on the weapon, absorbing the explosion in his own body and protecting all within range from the danger of flying fragments although he might easily have dropped from his position on the edge of the bunker to the ground below. An indomitable fighter, Pfc. Ruhl gave his life for his country.

uss *Cabrilla*, fifth war patrol, POA, 3 July to 9 Aug 1944.

★ HALE, Fletcher, Jr., Comdr. (then Lt. Comdr.), USN, Berkeley, Calif.: CO, *uss Sigourney*, Leyte Gulf and Surigao Strait, 19 to 25 Oct 1944.

★ HEIDEMAN, Lawrence L. L., Lt. (then Lt. (jg)), USNR, Laurium, Mich.: CO, naval combat demolition unit section 1, France, 6 June 1944.

★ HOUSE, William H., Lt. Comdr. (then Lt.), USN, Bisbee, Ariz.: Flight leader, TorpBomRon 14, *uss Wasp*, Philippine Islands area, 21 Sept 1944.

★ JACOBY, Ben E., Lt., USNR, Newark, Ohio: Medical officer with naval forces in Marshall Islands, 12 Feb 1944.

★ KEMP, Robert R., Lt. (then Lt. (jg)), USN, Elkins Park, Pa.: Radar officer, *uss Trigger*, ninth war patrol, POA, 23 Mar to 15 May 1944.

★ KERNOLLE, Michael H., Capt., USN, Graham, N. C.: CO, *uss San Jacinto*, POA, 25 Oct 1944.

★ KINNEY, Orson A., Jr., Lt. (jg) (then Ens.), USN, Yonkers, N. Y.: Fighter pilot, FitRon 20, *uss Enterprise*, Leyte Gulf, 24 Oct 1944.

★ LANEY, Willis G., Lt., USNR, Hollywood, Calif.: Fighter pilot, FitRon 8, *uss Bunker Hill*, Japan, 25 Feb 1945.

★ MALONE, Eugene I., Lt. Comdr. (then Lt.), USN, Glendale, Calif.: Torpedo data computer operator, *uss Silversides*, 10th war patrol, POA, 26 Apr to 11 June 1944.

★ MARION, George T., Lt. Comdr. (then Lt.), USNR, Dallas, Tex.: UDT action against Japanese, 17 to 21 July 1944.

★ MCGREGOR, Austin B., Lt. (then Lt. (jg)), USNR, Thornton, Ill.: OinC LCI Task Unit, Sicily, 10 July 1943.

★ OLASKY, Charles, Lt. (then CY), USN, Brooklyn, N. Y.: CPO in charge communication center, Corregidor, P. I., 5 and 6 May 1942.

★ OSBORNE, Manley C., Lt. Comdr., USN, Williamstown, Ky.: Assistant gunnery officer, *uss Lexington*, Luzon, P. I., 6 Nov 1944.

★ PLEMONS, Arnold G., Lt. Comdr. (then Lt.), USN, San Francisco, Calif.: Torpedo data computer operator, *uss Sunfish*, seventh war patrol, POA, 22 June to 1 Aug 1944.

★ ROBISON, William H., Lt. Comdr. (then Lt.), USNR, Berkeley, Calif.: Torpedo data computer operator, *uss Seal*, 11th war patrol, POA, 8 Aug to 17 Sept 1944.

★ RODGERS, John R., Jr., Lt. Comdr. (then Lt.), USNR, Taylors, S. C.: Fighter division leader, *uss Princeton*, Philippine Islands area, 21 Sept 1944.

★ RUSSILLO, Michael P., Capt. (then Comdr.), USN, Pelham, N. Y.: CO, *uss Muskallunge*, fourth war patrol, POA, 1 Aug to 23 Sept 1944.

★ STYX, Joseph, Lt. (then Ens.), USNR, Chicago, Ill.: Pilot, TorpBomRon 7, *uss Hancock*, Leyte Gulf, 25 Oct 1944.

★ WILKIN, Warren D., Capt., USN, Kent,



Treasure Island, Calif.

"Passing ships shall dip their ensigns . . ."

JUNE 1947

WAY BACK WHEN

Qualifications For Being a Cook

You may cuss out the cooks in today's Navy, but look back a couple of centuries and see what qualifications were necessary in those days for a man to become a Navy cook.

It seemed to be a rule that no sailor who had not lost an eye or a leg in battle could be eligible for this office, though all were required to have two arms. Whether or not a man could cook apparently was overlooked in the qualifications for this position.

An exalted position it was, for even then all men tried to get on the good side of "cookie." Although in private, then as now, less complimentary nicknames were used.

In the 17th century the cook was, in most cases, an unscrupulous individual. It was often found that cooks could be bribed into giving double rations to the messes. Other seamen were always ready to do "cookie" a favor, with the idea that it would be returned a thousand-fold.

The cooks of today, however, have usu-



H.J.

ally been through an up-to-date cook and baker school, and are perfectionists in their field. They can turn out palatable dishes which satisfy the cravings of any man.

But the cooks in today's Navy are still the average sailor's best buddy.

As there was no refrigeration aboard ship in olden days, foodstuffs were apt to spoil easily. As a result the cook's tasks were made even harder. Fresh meat was carried only in small quantities and fresh vegetables were almost unheard of. When ships were in foreign ports, hunting parties were organized to seek fresh meat. Too, there were no such things as ice water or ice cream.

Today, however, the modern man-of-war carries large quantities of fresh vegetables and meat, which makes the task of cooking in the modern Navy much easier. Also, as most cooks can bake, they can be depended on to turn out some fine pastries, no matter how small the vessel. On any ship or station, you will see men standing around, ready to sample the cook's art.

Ohio: Commander, coordinated attack group, POA, 4 July to 3 Aug 1944.

★ WILSON, Clark L., Jr., Lt. Comdr. (then Lt.), USNR, Riverside, Calif.: Assistant approach officer, *uss Sawfish*, seventh war patrol, POA.

★ ZULLINGER, John R., Lt. Comdr., USN, Chambersburg, Pa.: Assistant approach officer, *uss Pollack*, ninth war patrol, POA, 28 Feb to 11 Apr 1944.

LEGION OF MERIT

Gold star in lieu of third award:

★ JOY, Charles T., Rear Admiral, USN, Coronado, Calif.: Officer in tactical command of salvage vessels, POA, 13 to 17 Oct 1944.

★ SALLADA, Harold B., Rear Admiral, USN, Norfolk, Va.: Director of Planning Division, BuAer, 15 Apr 1942 to 18 Aug 1943; Director of Planning Division, DCNO (Air), 18 Aug to 2 Oct 1943; Chief of BuAer, 1 June to 31 Aug 1945.

Gold star in lieu of second award:

★ JAMES, Harrie A., Lt. Comdr. (then Lt.), USNR, New York, N. Y.: Assistant intelligence officer on staff CTF during invasion of southern France, August 1944.

★ KERR, Robert B., Lt. Comdr. (then Lt.), USNR, Alliance, Ohio: Radio and radar officer attached to CTF, during invasion of southern France, August 1944.

★ MOULTON, Horace D., Capt. (then Comdr.), USNR, Huntington Park, Calif.: Operations officer, staff, Com3dFleet, POA.

First award:

★ AVERY, Howard M., Comdr. (then Lt. Comdr.), USN, Rancho Santa Fe, Calif.: CO, CompRon 9, POA, 24 Sept to 10 Nov 1943.

★ CAMERON, Harold T., Comdr. (then Lt. Comdr.), USNR, Staten Island, N. Y.: CO, *uss Oberon*, during invasion of southern France, August 1944.

★ CONKLIN, Fredric L., Rear Admiral (then Capt.), USN, Lansing, Mich.: Commanding medical officer of a fleet hospital, POA, 23 Sept 1942 to 29 Mar 1944.

★ EARLY, Frederic J., Jr., Comdr., USNR,

Piedmont, Calif.: Construction and public works officer on staff of Commander, U. S. Ports and Bases, France.

★ HEISER, Harold M., Capt. (then Comdr.), USN, Long Beach, Calif.: Force material officer, 7thPhibFor, POA, September 1943 to July 1944.

★ HERBERT, John R., Lt., USNR, St. Louis, Mo.: OinC, pontoon causeway platoon, 579 CB and maintenance unit, Italy, January 1944.

★ HOTCHKISS, Stuart T., Comdr. (then Lt. Comdr.), USNR, East River, Conn.: CO, *uss Coolbaugh*, POA, 18 to 26 Oct 1944.

★ KARPE, Eugene S., Capt., USN, Delhi, La.: CO, U. S. destroyer, POA.

★ LAUER, Frank, Lt., USNR, Chicago, Ill.: Reconnoitering the Naval Arsenal, Cherbourg, France, 27 June 1944.

★ MABON, Robert L., Capt., SC, USN, Marion Center, Pa.: Force supply officer, Service Force, 7th Fleet.

★ MACKLIN, William A. S., Capt., USN, NTS, Newport, R. I.: CO, *uss Richmond*, POA, February and March 1944.

★ MILLER, Charles H., Capt. (then Comdr.), USN, Brockton, Mass.: Operations officer on staff of Com11thPhibFor, France, 6 June 1944.

★ MONTGOMERY, Alan R., Capt. (then Comdr.), USN, Warrenton, Va.: CO of a group of LCIs attached to 3dPhibFor, POA, 22 Oct 1944.

★ OLSEN, Edward D., Lt., USNR, San Pedro, Calif.: In charge of constructing a harbor of refuge, St. Martin de Varreville, France, 7 to 11 June 1944.

★ QUINN, Allen G., Commodore (then Capt.), USN, Frederick, Md.: Operations officer attached to ComServPac, July 1940 to May 1941; Chief of Staff until February 1943.

★ RAKOW, William M., Comdr., USN, Long Beach, Calif.: CO, *uss Stevens*, Leyte Gulf, Mangarin Bay and Mindoro, 27 Dec 1944 to 2 Jan 1945.

★ RIGSBEE, Evert O., Jr., Capt. (then Comdr.), USN, St. Angelo, Tex.: Commander PatBomRon 117, Leyte, 10 to 25 Dec 1944; CO, *uss Orca*, Philippine Islands area, 30 Dec 1944 to 2 Sept 1945.

★ SMITH, Chester C., Capt., USN, Glendale, Calif.: ComSubDiv 61, POA, 11 Mar 1943 to 17 Mar 1944.

★ SMITH, Russell H., Comdr., USN, Brooklyn, N. Y.: ComTBron 19, Solomon Islands, 1 Nov 1943 to 23 Apr 1944.

★ STEWART, George V., Capt., USN, Front Royal, Va.: Discipline officer and later

★ DECORATIONS

Legion of Merit (Cont.)

General Inspector of BuPers, Oct 1940 to 2 Sept 1945.

★ STEVENS, James E., Capt. (then Comdr.), USN, Ridgefield Park, N. J.: CO, *uss Flounder*, fourth war patrol, POA, 27 Oct to 13 Dec 1944.

★ WEAD, Frank W., Comdr., USNR, Denver, Colo.: Head of plans division on staff of ComAirPac, November 1943 to June 1944.

★ WEITZEL, Charles W., Capt., USN, Long Beach, Calif.: CO, *uss President Jackson*, Solomon Islands area, August 1942 to June 1943.

★ ZIMMERMAN, Stanley F., Lt. Comdr. (then Lt.), USNR, Brookline, Mass.: CO, *uss YMS 34*, Bay of Cagliari, October and November 1943.

DISTINGUISHED FLYING CROSS

Gold star in lieu of third award:

★ HICKS, George L., Comdr. (then Lt. Comdr.), USNR, Oakland, Calif.: Pilot, *PatBomRon 109*, Taushima Straits, 6 Aug 1945.

★ HURST, Robert, Lt. (then Lt. (jg)), USNR, Grand Junction, Colo.: Fighter pilot, *FitRon 18*, *uss Intrepid*, Leyte Gulf, 24 Oct 1944.

★ MICHIE, Donald, Lt., USN, Montevideo, Minn.: Action against Japanese, Nansei Shoto Area, 4 May to 14 June 1945.

★ SALYER, Herbert L., Jr., Lt. Comdr. (then Lt.), USNR, Pensacola, Fla.: Action against Japanese, POA, 19 Mar to 28 Apr 1945.

Gold star in lieu of second award:

★ CARDON, Charles H., Lt. (jg), USNR, Philadelphia, Pa.: Bomber pilot, *BomRon 11*, *uss Hornet*, POA, 12 Jan 1945.

★ HANSEN, Theodore W., Lt. (jg), USNR, Santa Cruz, Calif.: Fighter pilot, *FitRon 88*, *uss Yorktown*, POA, 15 Aug 1945.

★ HARGREAVES, Everett C., Lt. (then Lt. (jg)), USNR, Brimfield, Ill.: Fighter pilot, *FitRon 2*, *uss Hornet*, Kazan Islands, 3 July 1944.

★ HEADE, Nicholas P., Jr., Lt. (jg.), USNR, Portland, Ore.: Action against Japanese, 29 Apr to 10 Aug 1945.

★ HEUBLEIN, Samuel L., Ens., USNR, Belleville, Ill.: Patrol bomber co-pilot, *PatBomRon 118*, Korea, 7 May and 16 June 1945.

★ McCUSKEY, Elbert S., Lt. Comdr., USN, Green Cove Springs, Fla.: Fighter pilot, *AirGrp 8*, *uss Bunker Hill*, Philippine Islands area, 21 Sept 1944.

★ MICHIE, Donald, Lt., USN, Montevideo,

Minn.: Action against Japanese, Nansei Shoto Area, 1 Apr to 2 May 1945.

★ SCHMIDT, Darwin A., Lt., USNR, Alice, Tex. (posthumously): Flight leader to torpedo plane division in *CompRon 86*, *uss Bismarck Sea*, Volcano Islands areas, November 1944 to February 1945.

★ STRANE, John R., Lt. Comdr. (then Lt.), USNR, Cloquet, Minn.: Fighter pilot, *FitRon 15*, *uss Essex*, Philippine Islands area, 13 Sept 1944.

★ UDE, Vernon R., Lt. (then Lt. (jg)), USNR, Robbinsdale, Minn.: Fighter pilot, *FitRon 10*, *uss Enterprise*, POA, 19 June 1944.

★ VRACU, Alexander, Lt. Comdr., USNR, East Chicago, Ind.: Fighter pilot, *FitRon 6*, *uss Belleau Wood*, Truk Atoll, 16 Feb 1944.

First award:

★ BANKER, Donald F., Lt. Comdr. (then Lt.), USN, New Orleans, La. (posthumously): Bomber pilot, *BomRon 19*, *uss Lexington*, POA, 21 Sept 1944.

★ BLACK, James C., Lt. (jg) (then Ens.), USNR, Marshalltown, Iowa: Fighter pilot, *FitRon 80*, *uss Hancock*, POA, 14 Dec. 1944 to 3 and 12 Jan 1945.

★ BLAKELEY, William N., Lt. (jg) (then Ens.), USNR, Pittsburgh, Pa.: Fighter pilot, *FitRon 25*, *uss Chenango*, Ryukyu Islands, 1 Apr to 12 May 1945.

★ BRODHEAD, John, Lt. Comdr. (then Lt.), USNR, St. Louis, Mo.: Pilot, *Squadron 15*, *uss Essex*, POA, 19 June 1944.

★ BONZAGNI, Henry V., Lt., USNR, Melrose, Mass.: CO, *FitRon 19*, *uss Lexington*, Leyte Gulf, 24 Oct 1944.

★ BUSHNER, Francis X., Lt., USNR, Miami, Okla.: Fighter pilot, POA, 18 June 1944.

★ BYWATER, George K., Lt. (jg), USNR, Salt Lake City, Utah: Action against Japanese, POA, 3 Jan to 5 Apr 1945.

★ CAMPBELL, Everett W., Lt. (jg) (then Ens.), USNR, Slippery Rock, Pa.: Pilot, *CompRon 20*, *uss Kadashan Bay*, Samar, 25 Oct 1945.

★ CARR, George R., Lt. (then Lt. (jg)), USNR, Atlanta, Ga.: Pilot in *Squadron 15*, *uss Essex*, POA, 16 June 1944.

★ CLOSE, Kenneth D., Lt. (jg) (then Ens.), USNR, Toronto, Kans.: Fighter pilot, *Night Fighting Squadron 90*, *uss Enterprise*, Tokyo area, 16 Feb 1945.

★ COARI, Paul A., Lt. (jg) (then Ens.), USNR, Chicago, Ill.: Fighter pilot, *FitRon 14*, *uss Wasp*, POA, 20 June 1944.

★ CORMIER, Richard L., Lt., USN, San Diego, Calif.: Pilot, *BomRon 80*, *uss Hancock*, POA, 16 Feb 1945.

★ COUNIHAN, John L., Jr., Comdr. (then Lt. Comdr.), USN, Wilmington, N. C.: CO, *Squadron 6*, *uss Block Island*, Atlantic, January 1943 to February 1944.

★ CRITCHER, Burras A., Jr., Lt. (jg) (then Ens.), USNR, Williamston, N. C.: Fighter pilot, *FitRon 19*, *uss Lexington*, Leyte Gulf, 24-25 Oct 1944.

★ CULBERTSON, Peter I., Lt. (then Lt. (jg)), USN, Minneapolis, Minn.: Command

WHAT'S IN A NAME

Swallowed the Anchor

Here is an expression that non-seagoing men seldom hear. However, if landsmen hear it used by a bluejacket they will undoubtedly believe their friend is trying to belittle the sword swallows or persons of similar professions.

A sailor who is ready to swallow the anchor is one who has completed his "20" and is going to retire, or else is giving up his sailing career to take a shore job.

It's an expression like the oft-told tale which is heard throughout the fleet—"When my time is up, I aim to get me an anchor and start walking. The first person I meet that asks me what I am carrying, I intend to drop it, and spend the rest of my life there."



pilot of *Airship K-95* in rescue of marooned airmen in California desert, 2 July 1944.

★ DUKE, George M., Lt., USNR, Flora, Miss.: Action against Japanese, 2-3 Mar 1945.

★ DUNCAN, Doy H., Lt. (jg) (then Ens.), USNR, Murfreesboro, Ark.: Pilot, *CompRon 20*, *uss Kadashan Bay*, Samar, 25 Oct 1944.

★ DUNPHY, James, Lt. (jg) (then Ens.), USNR, Revere, Mass.: Fighter pilot, *FitRon 80*, *uss Hancock*, Formosa, 21 Jan 1945.

★ GARRETT, Roy E., Lt. (jg), USNR, Parsons, Tenn.: Action against Japanese, 12 Feb to 18 May 1945.

★ GARTLAND, Paul V., Lt. (then Lt. (jg)), USNR, Matkiyer, Mass.: Fighter pilot, *FitRon 10*, Leyte Gulf, 25 Oct 1944.

★ GILREATH, John F., Jr., Lt. (then Lt. (jg)), USNR, Charlotte, N. C.: Pilot, *TorpRon 82*, *uss Bennington*, Hachijo Jima, 16 Feb 1945.

★ GOULD, Robert W., Lt. (then Lt. (jg)), USNR, Fond du Lac, Wis.: Pilot, *TorpRon 23*, *uss Princeton*, Rabaul, 5 Nov 1943.

★ GREGORY, Hayden A., Lt., USNR, Lubbock, Tex.: Fighter pilot, *FitRon 82*, *uss Bennington*, Tokyo area, 16 Feb 1945.

★ HALL, Robert P., Lt. (then Lt. (jg)), USNR, Wichita, Kans.: Action against Japanese, 30 Mar 1944.

★ HAMBLIN, Darwin, Lt. (jg), USNR, Ft. Bridger, Wyo.: Action against Japanese, 1 to 6 Apr 1945.

★ HAND, Donald L., Lt. (then Lt. (jg)), USN, Pasco, Wash.: Patrol plane commander, *Mindanao*, 6 to 21 Sept 1944.

★ HARRISON, Harry W., Jr., Comdr. (then Lt. Comdr.), USN, Rosemont, Pa.: Commander, *FitRon 6*, *uss Independence*, POA, 11 Nov 1943.

★ HONEY, Norwood M., Lt. (jg), USNR, Mission, Tex. (posthumously): Pilot, *BomRon 104*, POA, 29 Oct to 15 Nov 1943.

★ JORDAN, Clifford R., Lt. (then Lt. (jg)), USNR, Bogota, N. J.: Pilot, *BomRon 15*, *uss Essex*, Philippine Sea, 19 June 1944.

★ KING, Walter W., Lt. (then Lt. (jg)), USNR, Corinth, Miss.: Fighter pilot, POA, 31 Mar 1944.

★ LAZEAR, George C., Lt., USNR, Cheyenne, Wyo.: Pilot, *CompRon 20*, *uss Kadashan Bay*, Samar, 25 Oct 1944.

★ MASON, John L., Lt. (jg), USNR, Inglewood, Calif.: Pilot, *TorpRon 45*, *uss San Jacinto*, POA, 4 Jan to 5 Apr 1945.

★ MASONER, William J., Lt., USNR, Riverside, Ill.: Flight leader, *FitRon 19*, *uss Lexington*, Formosa, 12 Oct 1944.

★ McCRARY, Douglas A., Lt. Comdr. (then Lt.), USNR, Delroy, Fla.: Flight leader, *Ponapo Atoll*, 1 May 1944.

★ McDANIEL, William D., Lt. (jg) (then Ens.), USNR, St. Louis, Mo.: Pilot, *CompRon 3*, *uss Kalinin Bay*, Leyte Gulf, 24 Oct 1944.

CBMU 624 Honored For Okinawa Duty

Navy construction Battalion Maintenance Unit 624 has been awarded the Navy Unit Commendation for meritorious services in support of combat operations against enemy forces at Kadena Airfield, Okinawa, from 3 April to 25 June 1945.

Functioning as a maintenance unit for the first time, the CB unit arrived at the airfield within two days after its capture by our forces and immediately began to prepare the field for operations by our marine fighter squadrons. Performing all kinds of duty in support of an undermanned aircraft group, the unit stored and dumped hundreds of thousands of gal-

lons of aviation gasoline and, while working under frequent enemy air and artillery attacks, filled shell and bomb holes, repaired runways and taxiways and improved the living conditions for the air group personnel.

Despite continued bombings, shellings and heavy rains, the unit persevered in its work of maintaining the airfield in a state of readiness for all types of aircraft and contributed materially to the successful operations of the marine aircraft group based at Kadena field.

Lt. Harlow H. Lippincott, USNR, Houston, Texas, was OinC of the unit at the time.

★ MICHEEL, Vernon L., Lt. Comdr. (then Lt.), USNR, Davenport, Iowa: Leader of a strike of fighter-bombers, AirGrp 2, *uss Hornet*, POA, 21 Sept 1944.

★ MOBIS, Alfred C., Lt. (then Lt. (jg)), USNR, San Marino, Calif.: Bomber pilot, POA, 12 June 1944.

★ MOORE, William J., Lt. Comdr. (then Lt.), USNR, Fresno, Calif.: Pilot, *TorpRon 2*, *uss Hornet*, Bonin Islands, 4 Aug 1944.

★ NASH, Robert H., Lt., USNR, Yanktown, S. D.: Pilot, torpedo plane, *CompRon 75*, *uss Ommamey Bay*, Samar, 25 Oct 1944.

★ O'BOYLE, Thomas P., Lt., USNR, St. Louis, Mo.: Fighter pilot, AirGrp 8, *uss Bunker Hill*, Philippine Islands area, 13 Sept 1944.

★ PARKER, Robert B., Lt., USNR, Troupe, Tex. (posthumously): Pilot, *BomRon 19*, *uss Lexington*, Philippine Islands area, 12 Sept 1944.

★ ROGERS, Clifford, Jr., Lt. (jg) (then Ens.), USNR, Carbondale, Ill.: Pilot, *TorpRon 27*, *uss Princeton*, POA, 24 Sept 1944.

★ ROGERS, Donald R., Lt. (jg), USNR, Sioux City, Iowa: Pilot, *CompRon 20*, *uss Kadesh Bay*, Battle off Samar, 25 Nov 1944.

★ SAFFORD, Minott W., Lt. (jg), USNR, Springfield, Mass.: Action against Japanese, 18 Dec 1944 to 19 Mar 1945.

★ SCHARPF, Jacob W., Jr., Lt. (jg), USNR, Charleston, S. C.: Action against Japanese, 18 Dec 1944 to 25 Feb 1945.

★ SHUNWAY, James M., Lt. (jg), USNR, Assumption, Ill.: Pilot, *AirGrp 18*, *uss Intrepid*, Philippine Islands area, 24 Sept 1944.

★ SILVERSTON, Carl R., Lt. (jg) (then Ens.), USNR, Coos Bay, Ore.: Fighter pilot, *FitRon 14*, *uss Wasp*, Philippine Sea, 20 June 1944.

★ SORESEN, Charles H., Lt. Comdr., USNR, Hayward, Calif.: Pilot, *TorpRon 15*, *uss Essex*, Marianas Islands, 12 June 1944.

★ STONE, Maurice M., Lt. Comdr. (then Lt.), USN, Richmond Hill, Ga. (posthumously): Pilot, *BomRon 84*, *uss Bunker Hill*, POA, 16 Feb 1945.

★ STREIG, Frederick J., Lt. (then Ens.), USNR, San Juan Bautista, Calif.: Fighter pilot, *FitRon 17*, Solomon Islands, 27 Oct to 1 Dec 1943.

★ SWEARINGEN, William J., Lt. (jg), USNR, Sac City, Iowa: Pilot, *AirGrp 3*, *uss Yorktown*, Formosa, 21 Jan 1945.

★ VAUGHAN, William H., Lt. (jg) (then Ens.), USNR, Houston, Tex.: Pilot, *AirGrp 2*, *uss Hornet*, POA, 19 June 1944.

★ VOLPI, Ray A., Lt. (then Lt. (jg)), USN, Tracy, Calif.: Fighter pilot, *CompRon 3*, *uss Kalinin Bay*, Battle for Leyte Gulf, 24 Oct 1944.

★ WALKER, Julian, Lt. (then Lt. (jg)), USNR, Edinburg, Tex.: Pilot, *TorpBomRon 14*, *uss Wasp*, Philippine Islands area, 21 Sept 1944.

★ WERLEIN, Arthur J., Lt. (jg), USNR, Berwyn, Ill.: Pilot, *AirGrp 3*, *uss Yorktown*, China Coast, 16 Jan 1945.

★ WILLIAMS, Clyde A., Lt. Comdr. (then Lt.), USNR, Kingsville, Tex.: Fighter pilot, *FitRon 3*, *uss Yorktown*, China Coast, 15 Jan 1945.

★ WINTERS, Theodore H., Jr., Comdr., USN, Boston, Mass.: Flight group leader, *FitRon 19*, *uss Lexington*, Philippine Islands area, 12 Sept 1944.

★ ZAESKE, Earling W., Lt. (then Lt. (jg)), USNR, Highland Park, Ill.: Pilot, *AirGrp 2*, *uss Hornet*, POA, 15 to 20 June 1944.

BRONZE STAR MEDAL

First award:

★ ANDERSON, Edward C., Lt. Comdr., USNR, Chicago, Ill.: CO, *uss LST 378*, invasion of Normandy, France, 6 June 1944.

★ ANDERSON, William C., Lt., USNR, Marblehead, Mass.: Service on board *uss Razorback*, second war patrol, POA, 15 Nov 1944 to 5 Jan 1945.

★ BIDWELL, Francis C., Lt. Comdr. (then Lt.), USNR, Tampa, Fla.: CO, *uss LST 336*, invasion of Sicily, 10 July 1943.

1st U. S. Child on Kwajalein

Residents on Kwajalein were startled to hear fire bells clanging madly, see a Navy fire truck rush up and screech to a halt, and have cigars presented to them by a somewhat elated and excited young Navy man, Forrest B. Landreth, BM1.

There could be only one answer: Landreth had just become a father. His excuse for acting a trifle conspicuously was that his child became the first American citizen born on Kwajalein.

★ BREWSTER, Byron G., Lt., USNR, Port Henry, N. Y.: CO, *uss LCS (L) 22*, Okinawa, April to June 1945.

★ BURNS, John H., Jr., Lt. (then Lt. (jg)), USNR, New Orleans, La.: Communication officer, *uss Sea Robin*, second war patrol, POA, 24 Feb to 29 Apr 1945.

★ CARTER, Ulysses B., Lt. Comdr., USNR, Columbia, S. C.: CO, *uss Roper*, invasion of southern France, August 1944.

★ CHRISTENSEN, Clarence H., Lt. Comdr. (then Lt.), MC, USNR, Duluth, Minn.: Medical officer in a Marine infantry battalion, Guam, M. I., 21 July to 10 Aug 1944.

★ CONNITT, Edward L., Lt. Comdr., USNR, Berkeley, Calif.: Assistant operations officer on staff of *ComServRon 10*, POA, 13 Feb to 1 July 1945.

★ COULTER, Frank J., Lt. Comdr. (then Lt.), USN, Baltimore, Md.: Torpedo data computer operator, *uss Shipjack*, ninth war patrol, POA, 10 Jan to 12 Mar 1944.

★ COX, William R., Comdr., USN, Washington, D. C.: CO, *uss McGowan*, Saipan, M. I., 15 June 1944.

★ DORITTY, Raymond E., Lt. (jg) (then RT), USN, Los Angeles, Calif.: Sound operator, *uss Tilefish*, second war patrol, POA, 22 June to 15 Aug 1944.

★ DUDLEY, John H., Lt., USNR, Los Angeles, Calif.: Ferry control officer during invasion of Normandy, France, June 1944.

★ EATON, Francis C., Lt. Comdr. (then Lt.), USNR, Binghamton, N. Y.: Navigating officer, *uss Weehawken*, Sicily, July 1943.

★ EDDY, Ian C., Capt. (then Comdr.), USN, New London, Conn.: CO, *uss Pargo*, fourth war patrol, POA, 13 June to 9 Aug 1944.

★ ENGLAND, Jonathan S., Lt. (then Lt. (jg)), USNR, Pittsfield, Mass.: PT and MTB section leader, Solomon Islands, 29 June 1943 to 10 Mar 1944.

★ FOURNIER, Paul E., Lt., USN, Philadelphia, Pa.: Member of salvage party attached to *uss Milwaukee*, South Atlantic, 21 to 25 May 1945.

★ FOUSS, Ralph A., Comdr., USN, Altoona, Pa.: Flight deck officer, *uss Princeton*, 25 Feb 1943 to 11 May 1944.

★ GINTHER, Joseph M., Lt., USNR, St. Paul, Minn.: Communication officer and CIC liaison officer, *uss Cogswell*, POA, 15 Jan to 15 Aug 1944.

★ HALBAKKEN, David S., Lt. (jg), USNR, Pelican Rapids, Minn.: Service on board *uss Anderson*, Caballan Bay, P. I., 1 Nov 1944.

★ HARDY, Irad B., Jr., Lt. Comdr., MC, USNR, Waltham, Mass.: Medical officer attached to 3rd Batt., 14th Marines, 4th MarDiv, Saipan and Tinian, 15 June to 8 Aug 1944.

★ HARRELL, John W., Lt., USNR, Wichita, Kans.: Sound officer, *uss Sea Owl*, first war patrol, POA, 19 Nov 1944 to 15 Jan 1945.

★ HOLT, Norman L., Capt. (then Comdr.), USN, Coeur d'Alene, Idaho: Engineering officer, *uss Milwaukee*, South Atlantic, 21 to 25 May 1942.

★ HULSE, Charlie G., Lt. (then Lt. (jg)), USN, Los Angeles, Calif.: OinC, air torpedo overhaul shop, Submarine Base, Pearl Harbor, T. H., 1 July 1943 to 1 May 1944.

★ JARDEN, George W., Lt. Comdr. (then Lt.), USNR, Nerbart, Pa.: OinC, mine destruction shore party, *uss Chief*, Saipan, M. I., 28 to 30 June 1944.

★ JENKINS, Robert P., Lt., USNR, Carrollton, Ga.: CO, *uss YMS 62*, Italy, January 1944.

★ JOHNSON, Douglas M., Lt. Comdr. (then Lt.), USNR, Olympia, Wash.: FDO, *uss Wasp*, POA, 15 May to 29 Oct 1944.

★ JOHNSON, George W., RE (then CRM), USN, San Diego, Calif.: Radioman attached to staff of commander, division attack transports, Attu, Roi-Namur, Guam, Peleliu, Leyte, Lingayen Gulf and Luzon, December 1943 to 1945.

★ JONES, Daniel W., Jr., Lt. Comdr. (then Lt.), USNR, Seabrook, Mass.: Communication officer on staff, *ComCruDiv*, POA, 11 Dec 1942 to 7 Apr 1944.

★ KELLY, John L., Jr., Comdr. (then Lt. Comdr.), USN, Riverside, Calif.: CO, *uss Pringle*, a unit of *DesRon 21*, POA, June, July and August 1944.

★ LAMBERT, David, Comdr. (then Lt. Comdr.), USN, Coronado, Calif.: Gunnery officer, *uss Oakland*, POA, 15 Nov 1943 to 30 July 1944.

★ LANE, Arthur S., Comdr. (then Lt.), USNR, Arlington, Mass.: CO, *uss YMS 28*, Italy, January 1944.

★ LAWRENCE, John E., Lt., USNR, South Hamilton, Mass.: Assistant intelligence officer on staff, *Com3dFleet*, 15 June 1944 to 25 Jan 1945.

★ LEE, Gilbert R., Lt. (jg), USNR, College Park, Md.: Second-in-command of beach party of an attack transport, POA, 15 to 24 June 1944.

★ LEGENDRE, Sidney J., Lt. Comdr., USNR, Mt. Holly, S. C.: Coordinator of distribution and assembly, Joint Intelligence Center, POA, 1 Sept 1942 to 28 May 1945.

★ LEHMAN, John F., Lt., USNR, Glenside, Pa.: CO, *uss LCS (L) 18*, Okinawa, April to June 1945.

★ LINDGREN, Ralph A., Lt. Comdr., USNR, LaPorte, Ind.: Gunnery and executive officer, *uss Anthony*, POA, February to June 1944.

★ LIPPITT, Devereux H., Jr., Lt. Comdr., USNR, Dunwoody, Ga.: Air operations officer on staff of *Com3dPhibGrp*, Roi-Namur, Guam and Lingayen Gulf, December 1943 to August 1945.

★ LOWE, Joseph A., Lt. Comdr., USNR, Webster Groves, Mo.: CO, *uss LST 569*, Leyte Gulf, Lingayen, San Antonio, Luzon, Palawan and Polloc Harbor, P. I.

★ MALONE, Eugene I., Lt. Comdr. (then Lt.), USN, Los Angeles, Calif.: Radar and sound officer, *uss Silversides*, seventh war patrol, POA.

★ McHALE, William A., Capt., USNR, Glen Rock, N. J.: CO, U. S. ship, Kwajalein Islands, 31 Jan 1944.

★ METCALF, William G., Lt., USNR, Belmont, Mass.: Member naval beach party, Leyte, P. I., 20 Oct 1944.

★ OSBORNE, Lloyd B., Comdr., USNR, Hono-



CERTIFICATE is presented by Rear Admiral Kelly, Com 3, to Cardinal Spellman for Catholic welfare program.



MODEL building attracts great numbers of enthusiasts among men on board the ships of Uncle Sam's Fleet. Leathercraft and photography also are popular.

VARIETY IN HOBBY INTERESTS

Photography and stamp-collecting are tops among hobbies for landlubbers, but what crafts interest men on board ship?

There are no statistics to prove it, but shutter-bugs are generally conceded to be the Fleet's largest and most enthusiastic group—just as they are in civilian life and at land-based stations. As for the other hobbies and crafts, the latest information available points to some surprising new interests and some revivals of passe hobbies.

Men on board *uss Pine Island* (AV 12), which went along on Operation HIGHJUMP, had much leisure time to while away long, boring hours. Their interests in hobbies, necessarily over-emphasized, provides an important index to the rest of the Fleet's desires.

Leathercraft was by far the most popular craft. A majority of men on board the ship did work in leathercraft of one sort or another. The entire leather supply sold out rapidly and a much larger amount could have been stocked to advantage. Lacing material in amounts consistent with the leather were recommended for stocking.

Second in popularity among the crew was model building. Ship models and airplane models with gas engines were the ones which attracted the greatest number of participants. Model accessories—paint, fuel, batteries, etc.—would also be a requirement for any ship with a good well-rounded hobby craft program.

Naval personnel throughout the Navy as well as on the Antarctic expedition are reviving an old hobby which has declined in popularity outside the service—jewelry-making.

Large amounts of silver chain, silver wire, fancy wire, bracelet blanks and tools for making the ornaments are vital to a complete hobby craft set-up.

Fancy knot and rope work, including square-knotting of belts and purses, had widespread interest among shipboard personnel. Belfast cord in many colors is all that is necessary for knotting fans.

The moderate popularity of shell craft (making shell jewelry) among the crew members was due, in part, to the limited assortment of shells and materials available. It is expected that a wider assortment of sea shells with the accompanying pin backs, earring clips, etc., would proportionately increase the demand for shell craft material.

Steps recommended to implement the hobby craft program on board ships also included:

- An officer and sufficient men on board each vessel to take charge and guide the program.
- Use of standard programs set up by BuPers, based on the size of each command, and other practical considerations.
- Formulation of a standard accounting and stock control system.
- Proper merchandising space allotted on board ship with necessary accounting and bookkeeping equipment.
- Adequate space for hobby craft workshops.

Necessary guidance will be found in the new "Handbook for Construction and Operation of U. S. Navy Hobby Shops" (NavPers 15662), now being distributed.

Manuals covering each available craft are now being prepared for publication.

★ DECORATIONS

Bronze Star (Cont.)

lulu, T. H.: Training officer on staff of commander air support control units and commander, air support control unit, Tinian and Iwo Jima, July 1944 to March 1945.

★ **PILKINGTON, Marinus, Lt., USN, Roxbury, Mass.:** CO, *uss LST 532*, Normandy, France.

★ **PLEATMAN, Ralph F., Lt. Comdr. (then Lt.), Cincinnati, Ohio:** Torpedo and TDC operator of a submarine, POA, 20 Oct to 12 Dec 1943.

★ **RANDOLPH, John B., Lt. (then Lt. (jg)), USNR, Altus, Ark.:** Radar officer, *uss Raton*, sixth war patrol, POA, 6 Oct to 1 Dec 1944.

★ **SCHENCK, Robert F., Jr., Lt., USNR, Chicago, Ill.:** CO, LCIG, Marshall Islands, January and February 1944.

★ **SCHMIDT, Louis E., Jr., Comdr. (then Lt. Comdr.), USN, Parole, Md.:** CO, *uss Isherwood*, POA, 13 to 26 June 1944.

★ **SLAYMAKER, Robert K., Jr., Lt. Comdr. (then Lt.), USN, Grosse Pointe, Mich.:** Executive officer, navigator and combat evaluator aboard a U. S. destroyer, Saipan and Tinian, M. I., 30 June 1943 to 1 Aug 1944.

★ **SMALL, Milton M., Lt. (then Lt. (jg)), USN, Boston, Mass.:** Medical officer of a close-in fire ship, POA, 24 July 1944.

★ **SOUTHWORTH, Paul C., Lt., USN, Rochester, N. Y.:** Maintenance officer of a task force unit, Normandy, France, January to June 1944.

★ **STUART, William A., Comdr., USN, Bluefield, W. Va.:** Flight deck officer, *uss Ranger*, North Atlantic and Arctic oceans, March through December 1943.

★ **SUTTON, James, Lt. Comdr., USNR, Bryn Mawr, Pa.:** Air-sea rescue officer on staff of commander, air support control units, Iwo Jima and Okinawa, February to April 1945.

★ **TALLANT, Kyle M., Lt. (jg) (then Ens.), USNR, Bradenton, Fla.:** Service on *uss LST 181*, Leyte, P. I.

★ **TALTON, Wade T., Lt., USNR, Smithfield, N. C.:** Service with Eighth Beach Battalion, invasion of southern France, 15 Aug 1944.

★ **THEOBALD, Robert A., Jr., Comdr., USN, Scarsdale, N. Y.:** CO, *uss Smith*, February 1943 to February 1944; *uss Weeks*, January to June 1945.

★ **TRAMMELL, Richard J., Lt., USNR, Atlanta, Ga.:** Assistant approach and watch officer, *uss Bluefish*, first, second and third war patrols, POA.

★ **TRENT, Thomas R., Lt. Comdr. (then Lt.), USNR, Lynbrook, N. Y.:** Plotting officer, *uss Thresher*, POA, 14 June to 27 July 1944.

★ **VASEY, Lloyd H., Lt. Comdr., USN, Washington, D. C.:** Gunnery and torpedo officer, later executive officer, *uss Gunnel*, POA.

★ **WARDEN, Denzil C., Lt. Comdr. (then Lt.), USNR, Joplin, Mo.:** Operational information officer of air support control unit, Hollandia, Morotai, Leyte, Iwo Jima and Okinawa, December 1943 to April 1945.

★ **WAUCHOPE, George M., Capt., USN, Long Island, N. Y.:** CO, U. S. ship, Kwajalein Island, 31 Jan 1944.

★ **WEEDEN, William W., Jr., Capt., USN, Jamestown, R. I.:** Commander, flotilla of landing craft, Okinawa, February to September 1945.

★ **WHIDDEN, Francis E., Lt., USNR, Elyria, Ohio:** Photographic interpretation officer, Com3dPhibGrp, Roi-Namur, Guam, Leyte and Lingayen Gulf, December 1943 to August 1945.

★ **WOODS, Frederick N., Lt., USNR, Redwood City, Calif.:** CO, *uss LCS (L) 19*, Okinawa, April to June 1945.

★ **WOODWARD, Leonard H., Lt. (then Lt. (jg)), USNR, Compton, Calif.:** CO, *uss LCI (L) 738*, Leyte and Luzon, 20 to 24 Oct 1944 and 9 to 30 Jan 1945.

★ **ZINSER, Eugene J., Lt. (then Lt. (jg)), Milwaukee, Wis.:** Member naval beach party, Leyte, P. I., 20 Oct 1944.

BOOKS:

LIVING SEA, HISTORY AND BATTLE REPORTS

FOR YOU lovers of the deep blue sea, ships and station libraries will feature a couple of books that aim to enlighten you immensely on what makes with the sea. Upon reading these books you will no longer think of the sea as a body of salty liquid, but as something living and mysterious, the secrets of which have yet to be fully known to mankind.

As for those of you who enjoy historical reading, there is to be found some interesting reading in recent books covering important naval battles in the Pacific, and the exciting life and work of whalers.

Fascinating Oceans

● **"The Great and Wide Sea,"** by R. E. Coker; University of North Carolina Press.

The seas in all their physical, dynamic and biological aspects are described here. Proclaiming that a more general "sea-consciousness" should prevail in the future, the author traces the history of oceanography and the pioneers in the field.

The author amply discusses the composition of sea water, its physical properties, the deposits to be found on the bottom of the sea, sea water in motion including tides and movement by winds, and the relationship between the sea and the sun.

Life in the sea is interestingly treated. This refers to the organic marine life in which are included those animals and plants, such as barnacles and oysters, that cruise with the currents for a time—then park for the remainder of their lives in one spot.

The study of oceans is a fascinating subject that has been well presented by the author who has a thorough knowledge of his subject.

Action Account

● **"Battle Report, Pacific War: Middle Phase,"** by Capt. Walter Karig, USNR, and Comdr. Eric Purdon, USNR; Rinehart.

The third volume of *"Battle Report,"* the account of the Navy in World War II, covering the Pacific War; Middle Phase has just been released. This volume was prepared by the authors from official sources. There are accounts of the battles of the Coral Sea, Midway, the Solomon Islands, Guadalcanal and the many others up through the battle of Empress Augusta Bay. In addition to the Pacific Island War, there is the story of naval activities in the Aleutians.

This does not propose to be a definitive history of the war in the Pacific during this period, but it does present a well-rounded account of action as seen by the men who fought there. The authors have drawn upon files of both American and Japanese navies

for first hand accounts of actions. Many illustrations add considerably to the dramatic value of this account.

Antarctic Whalers

● **"Logbook for Grace,"** by Robert Cushman Murphy; Macmillan.

Those of you who thrilled to the adventures in *"Moby Dick"* will certainly follow in line with this record of the whaling brig *Daisy*. Life on the New Bedford whaler on a voyage to the Antarctic back in the year 1912 makes good reading.

The author, one of our foremost naturalists, accompanies a whaling and sealing expedition for the purpose of collecting rare specimens for the American Museum of Natural History. He signs aboard the *Daisy*, a cross between a brig and a schooner, as assistant navigator. The *"Logbook"* is a personal account to his wife, Grace, of his life, experiences, feelings during his year away in the Antarctic.

Murphy ably describes the exciting action developing when a school of sperm whales appears and the boats are lowered. We learn of the job of disposing of the whale's carcass; the preparations made before the next catch.

The author relates plenty of excitement and danger, such as observing and collecting his specimens in terrible weather, braving gales and williwaws in his little dory. The book is not only an excellent record of scientific findings, but also a good yarn, a narrative of whaling, and an exciting story of personal adventure.

Tomorrow's Aircraft

● **"Gas Turbines and Jet Propulsion for Aircraft,"** by G. Geoffrey Smith; Aircraft Books, Inc.

An excellent reference book of considerable value for all aviation personnel, as well as others interested in engineering.

Second in Canal Trilogy

"And the Mountains Will Move," is the second in a proposed trilogy by Capt. Miles P. DuVal, usn, on the story of canal building. His first volume was *"Cadiz to Cathay,"* which traced the story of the canal from its original beginning in the form of an idea in 1502.

This latest volume narrates the construction process in the building of the Panama Canal in three parts: (1) The building of the Panama Railroad, 1849-55; (2) the great French effort to build the Canal, 1879-89; and (3) its completion by the United States, 1904-14.

Lost Continents?

● **"The Mysterious Sea,"** by Ferdinand C. Lane; Doubleday.

Opening appropriately with a chapter on how the sea began, it further helps you to discover that ocean basins are relatively fixed features, but shore lines fluctuate. As for romance, there is a great deal of it connected with the land beneath the sea. Who hasn't read at one time or another about a lost continent? These tales are more fanciful than true according to Dr. Lane, but surprisingly enough, in spite of all the probing that has been made into the undersea world, there are still large areas remaining where no sounding has ever been taken.

This book deals not only with the physical environment, but also with the life in the ocean. The author believes there are untapped resources here that will be drawn upon in future time for the benefit of mankind. In his final chapter, it is interesting to note the author's comments concerning the ocean's place in the changing world. In his opinion, America has now become "sea-minded," and Russia's restlessness is due in part to "ocean-hunger" that has never been appeased.

History has shown that sea power brings supremacy, and today America's Navy is the most formidable in the world.



ASSAULT boat carrying marines hurtles toward the beach on Empress Augusta Bay, which battle is described in *"Battle Report, Pacific War: Middle Phase."*

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

● **REQUESTS** for Certificates of Appointment to pay grade 1 are still pouring into BuPers. To date, 42,500 requests have been received and of this number 3,000 certificates have been issued. It is estimated that it will be January 1949 before all requests are completed. BuPers has again emphasized that duplicate requests and inquiries only tend to slow up the issuance of certificates. For information see ALL HANDS, February 1947, p. 54.

● **APPROXIMATELY** 300,000 persons qualified for terminal leave cash and bonds—including men still in service as well as those already discharged—have not yet applied for the cash and bonds due them.

All such personnel are urged by BuSandA to apply before the deadline date, 1 Sept 1947. On that date work will be completed on the present backlog and the disbursing staff, which is now geared to process 5,000 applications a day, will be disestablished.

The Navy has paid to date over 2,200,000 claims representing about \$473,000,000. At present there are about 13,000 applications on hand that have been improperly filled out or have incorrect return addresses. Applicants who filed on or before 1 April 1947 and have not yet received payment, should write to U. S. Navy Terminal Leave Disbursing Office, Great Lakes, Ill., giving their full name and correct address.

Unless a large portion of the remaining 300,000 personnel entitled to leave payment send in their applications within a short time, the disbursing staff will necessarily be cut again, causing an increase in the time required to process an application.

● **BUPERS** has received numerous inquiries concerning a specified per capita limit which commands should set for ship or station parties, which are to be supported in whole or in part from recreation funds.

BuPers Circ. Ltr. 361-45 (now obsolete) set a limit of \$5 per capita. This letter was superseded by SecNav's letter of 17 May 1946 (NDB, 46-1071) which purposely did not specify a limited amount for authorized expenditure, because of varying conditions under which parties might be given.

As an example, a ship returning from a long cruise might want to throw a bigger party than another ship which had been in home port for a considerable period of time.

It is still not desired by BuPers to set any limitation. It is a matter which must be determined by good judgment considering all the factors, including

obligations as well as balance available. In making the decision, it should be borne in mind that the funds come indirectly from the pockets of naval personnel and that generally a more substantial and permanent value can be acquired for the money required to finance a large party.

BuPers advises that the benefits derived from a party should be commensurate with the amount of money spent, not forgetting that adequate provision should be made for other more permanent recreational activities for the present and immediate future.

● **THE ARCTIC** will be the scene of a limited naval expedition this summer, under command of Capt. Robert S. Quackenbush, Jr., USN, who was chief of staff for Rear Admiral Richard H. Cruzen, USN, on the recent Antarctic expedition. Purpose of this summer's junket will be establishment of a Canadian-American reporting station at Winter Harbor, on Melville Island, in the Canadian Arctic. The expedition also will provide additional training in cold weather operations.

● **LEAVE** computations for every person in the naval service will make a busy day of 30 June (except in those foresighted commands where the actual work was begun earlier), as the first annual mandate of BuPers Circ. Ltr. 193-46 (NDB, 31 Aug 1946) is carried out.

The circular letter, para. (C) (5) provides that, "Subsequent to 1 September 1946, leave taken and leave credited will be accounted for on a fiscal year basis. On 30 June 1947 charge each individual's leave account with leave taken during the period 1 September 1946 to 30 June 1947 and credit each individual's leave account with 25 days leave earned ($10 \times 2\frac{1}{2} = 25$) less any required deductions for periods of AWOL, AOL, and confinement as the result of a sentence of a court-martial, provided that the total leave credit does not exceed 60 days, in which case the excess over 60 is dropped. On each subsequent 30 June, charge leave taken during the fiscal year and credit 30 days leave earned during the fiscal year less any required deductions for periods of AWOL, AOL, and confinement as a result of a sentence of a court-martial; always provided that the total does not exceed 60 days. In any case where only a part of a fiscal year is to be considered, prorate the earned leave at the rate of $2\frac{1}{2}$ days for each month of active service."

BuPers reminded commands of their responsibility in keeping up-to-date the leave records of all person-

LEGISLATIVE ROUNDUP

Nurse Corps—Public Law 36 (H.R. 1943): Establishes a permanent Nurse Corps of the Navy (see p. 59).

Chief of Chaplains—S. 227, H.R. 1365: Passed House and Senate; to establish a Chief of Chaplains with rank of rear admiral (upper half).

Civil Engineers—S. 232, H.R. 1359: Passed House and Senate; to increase authorized number of CEC officers.

Filipinos—S.J. Res. 31, H.J. Res. 90: Passed House and Senate; to permit transfer to Fleet Reserve of certain Filipinos discharged prior to 4 July 1946 and subsequently reenlisted within 90 days, but not after 4 July 1946.

P.G. School—S. 229, H.R. 1341: Reported by House ASC subcommittee; to permit construction of a post-graduate school at Monterey, Calif.

P.G. Line School—S. 278, H.R. 1379: Favorably reported by House ASC; to establish a post-graduate school of the line of the Navy.

Disability Retirement—S. 1200, H.R. 3251: Introduced; to amend Sec. 8 of Act of 24 July 1941, as amended, to provide physical disability retirement for certain temporary officers who were retired for physical disability while serving in officer rank.

Accrued Leave—S. 1199, H.R. 3253: Introduced; to extend accrued leave benefits not allowed by Armed Forces

Leave Act to certain retired officers and certain officers who transferred to regular Navy.

Marriage Payments—S. 228, H.R. 1363: Passed House and Senate; to amend Pay Readjustment Act so as to validate payments based on proposed marriages which were made in good faith and later declared invalid.

Naval Academy—H.J. Res. 116: Passed House and Senate; to correct error in Public Law 729 (79th Congress) by restoring authority to appoint members of the Naval Reserve to Naval Academy; and to increase the number of such appointments, together with the number from the Regular Navy, from 100 to 160 each, annually.

Submarines—H.R. 1367: Passed House and Senate; to authorize the construction of experimental submarines, and for other purposes.

UnderSecNav—H.R. 1369: Passed House and Senate; to make permanent the offices of Under Secretary of the Navy and Under Secretary of War.

(Legislation previously listed in this column, which has had no change in status, has been omitted; these bills will be listed again as changes occur. The abbreviation ASC stands for Armed Services Committee, which in both the House and Senate is the consolidation of the former Military and Naval Affairs committees.)

ALL HANDS Subscribers Urged to Give Libraries Old Copies of Magazine

Mail inquiries indicate a constantly-growing demand for ALL HANDS from school and public libraries throughout the country.

Exclusive of individual subscribers (see p. 64), funds are available only for the official Navy distribution.

Individual subscribers are requested to make their old copies of ALL HANDS available to libraries, where there is a steady demand for them as reference material.

nel on board. The leave accounts of enlisted men must be maintained on page 9 of the service records, and of officers on the Officers' Leave Record form (NavPers 329).

Commands also were reminded that leave accumulated in excess of 60 days and not taken by 30 June is lost, as only the maximum of 60 days may be carried forward into the succeeding fiscal year as leave credit. No claim can be made for that leave which is in excess of 60 days on 30 June of each fiscal year and dropped from the accounting.

All individuals in the naval service (and Marine Corps) accrue leave at the rate of 2½ days' leave per month of active duty (except for periods of AWOL, AOL, and confinement as result of court-martial sentence). As such leave is accrued it is, of course, additive to the leave credit established at the end of the previous fiscal year.

Circ. Ltr. 193 para. (E) (7) (c) provides that "leave may be granted at any time during a fiscal year to the extent of the leave which may be earned during that fiscal year, plus leave credit from prior years..." Total leave taken in this manner may not, however, exceed 60 days.

BuPers urged COs to grant all leave practicable, in order to reduce the amount of accrued leave to a minimum, reduce the demand for leave at the end of fiscal years, and avoid loss of leave in excess of 60 days which cannot be carried into the next fiscal year.

● **THERE'S** a Navy training school that fits the nautical interests and experience of almost every inactive Naval Reserve officer or enlisted man. The schools include the various Fleet Training Centers as well as a long list of specialist schools.

Requests for orders to 14 days' training duty may be made by any member of the Volunteer or Organized Reserve to his District Commandant. Reservists will receive the full pay of their Navy rank or rating while on training duty.

Enrollment in training schools is generally limited to Reservists residing in the Naval District in which the school is situated.

● **SCUTTLEBUTT** being circulated in the MarCorps that temporary enlisted ranks would soon be revoked and men reverted to their permanent ranks was stopped cold by a MarCorps Headquarters' statement. Headquarters announced that no mass revocation of temporary ranks would be effected.

The termination of the war will have no effect on enlisted temporary ranks since these ranks have no legal basis as did the wartime ranks of officer personnel. The only rank reduction for enlisted personnel will be those necessitated by the need for bringing the Corps down to its peacetime level. Statistics indicate, Headquarters said, that if reductions are necessary, they will be only in the first pay grade and in no case more than one rank.

Studies are being made to establish the permanent rating structure and permanent ranks corresponding to the present temporary ranks are expected to be assigned to all personnel within the next few months.

● **APPLICANTS** who have been nominated for entrance into the NROTC and NACP programs as a result of the examination held 18 January, have been listed in BuPers Circ. Ltr. 76-47 (NDB, 30 April).

These men, who were selected on the basis of attaining the highest scores in the service-wide competitive examination, will be issued orders transferring them to Great Lakes, Ill.

The directive called attention to the fact that the appearance of a man's name on the list does not necessarily indicate he will be enrolled in the program. Final selection of candidates will be accomplished at Great Lakes. Individual letters will not be sent to men who failed to be selected. Attention to the circular letter was called by Alnav 99-47 (NDB, 30 April).

It is anticipated that the NROTC-NACP competitive examination will be held annually (see ALL HANDS, May 1947, p. 50).

● **V-DISCS** will continue to be distributed through June 1948, it was announced by BuPers Circ. Ltr. 77-47 (NDB, 30 April).

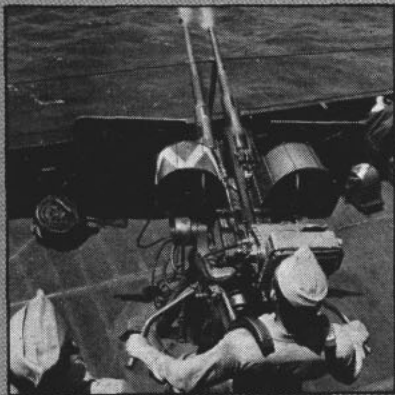
The V-disc kits, issued monthly on a subscription basis, will contain 10 12-inch double faced records, 200 phonograph needles and one Hit Kit music book. The records will consist of current popular songs with an occasional special arrangement of an old favorite or a classical recording. Each kit costs \$7.00.

Requests for subscriptions should be forwarded directly to BuPers with a check or money order made payable to BuPers Central Recreation Fund accompanying each request. Subscriptions are for either a six or 12-month period.

Attention was called to BuPers Circ. Ltr. 85-46 (NDB, 15 Apr 1946) which states that the only Navy activities eligible to subscribe to or use V-discs are commissioned vessels, activities outside CLUSA, and naval hospitals within CLUSA which are treating battle casualties.

QUIZ AWEIGH

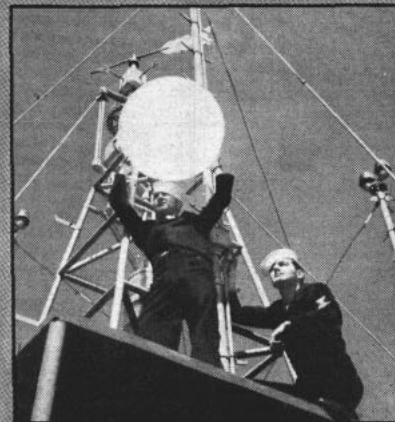
Do you have a photographic memory? You have probably seen these things at one time. How many of them can you remember?



1. These famous guns were invented by experts of (a) Switzerland (b) Germany (c) United States.
2. At full capacity each magazine holds (a) 100 (b) 75 (c) 60 rounds.



3. This ship is a (a) submarine tender (b) destroyer tender (c) seaplane tender.
4. It has a standard displacement of (a) 15,000 (b) 25,000 (c) 9,000 tons.



5. These men are (a) shooting stars (b) signaling (c) sounding the sky.
6. They are (a) aerographers (b) soundmen (c) quartermasters.

ANSWERS ON PAGE 61

THE BULLETIN BOARD

At Time of Separation, Enlisted Waves Now May Enter Inactive Reserve

All enlisted Waves, at time of separation processing, may elect either discharge from naval service or release to inactive duty, Alstacon of 8 April 1947 announced. The new choice given Waves being separated was prompted by the Navy's desire of increasing the membership of enlisted women in the inactive Reserve.

Release to inactive duty does not alter an individual's entitlement to terminal leave or to any other benefits under the Servicemen's Readjustment Act of 1944 as amended, the Alstacon pointed out. Waves in the inactive Reserve retain their ratings, continue their longevity and maintain their affiliation with the Navy.

To be released to inactive duty in class V-10, Naval Reserve, women personnel must be eligible for an honorable or under honorable conditions discharge, except where such personnel file a pension claim or where they are discharged because of pregnancy, physical disability, inaptitude or unsuitability.

Articles Made in Hobby Shops May Not Be Sold

Naval personnel may not sell for profit articles made in hobby shops maintained by Navy funds, BuPers has announced.

The announcement was prompted by a query which asked if such sales were permitted in commercial establishments if the craftsman purchased his materials at cost from Navy stocks.

The Bureau stated that this procedure was prohibited, and called attention to Art. 11, Navy Regulations, which likewise prohibits such sales on board ships or stations.

JOIN THE NAVY AND RIDE A HORSE

That pair of sea legs you've developed, mac, will look fine around a horse. The Recreation Department of NavSta, Guantanamo, Cuba, happily thinks so, too, and it maintains a stable of 52 horses for battleship cowboys.

During weekends when ships are normally anchored in Guantanamo Bay, the stables make available all the horses—from high-spirited bucking broncos for Texans to the more gentle breeds for "bridle-path" New Englanders—for the recreation of Fleet personnel. An average of 35 men each weekend take advantage of riding the ponies instead of playing them.

Riding parties of about 20 horses per party are organized on these weekends and the enthusiasts hit the trail

Dinner Now 50 Cents in New Price Scale

New prices for meals purchased by authorized persons from Navy messes were announced by NavAct 12-47 (NDB, 30 April).

Breakfast is now 20 cents; dinner, 50 cents, and supper, 20 cents. This total of 90 cents per day applies to all meals purchased from general messes, whether paid for by cash or by payroll checkage. The new prices do not apply to hospital messes or to general messes operated by the United States Marine Corps.

BuPers Now Must Approve Changes to ABM Ratings

COs are no longer authorized to effect changes of qualified personnel of equal pay grade to the aviation boatswain's mate rating groups, it was announced by BuPers Circ. Ltr. 80-47 (NDB, 15 May). The directive cancelled BuPers Circ. Ltr. 159-46 (NDB, 15 July 1946) which gave COs such authorization, subject to certain conditions.

Such changes in rating to the ABM rating groups that may be recommended in the future shall be submitted to BuPers for decision in accordance with paragraphs 8 and 12 of BuPers Circ. Ltr. 191-46 (NDB, 31 Aug 1946).

Report of Checks Issued Is No Longer Required

Alnav 112-47 (NDB, 30 April) cancelled Alnav 571-46 (NDB, 31 October) and announced that dispatch reports from disbursing officers as to the total number of checks issued during the month are no longer required.

for periods of one or two hours, depending on how enthusiastic they are. The picturesque and scenic trails afford never-ending amazement to the Navy horsemen. Of particular note to most newcomers is the fact that wild orchids grow along the trail.

Nor are the horses left to brood in the middle of the week, either. Base personnel, their dependents and Fleet personnel at anchor at the time ride singly, in pairs or in parties. "Sunrise Clubs" have been organized for early-a.m. galloping, and the "Chuck Wagon Gang" is a night-time group which sets out every evening at 2000, dates, horses, food, et al.

So, if you're heading out toward Guantanamo, be assured that a horse is waiting for you.

1 July Is Deadline For Recommendations For Change in Rate

Preliminary instructions regarding the elimination of the enlisted aviation pilot rating as published in BuPers Circ. Ltr. 28-27 (NDB, 15 February) have been changed by BuPers Circ. Ltr. 74-47 (NDB, 30 April). The change lists certain ratings to which pilots may eventually be changed, only if prior BuPers approval is obtained.

The ratings to which pilots may eventually be changed without prior Bureau approval are: aviation machinist's mate (AD), aviation electronicsman (AL), aviation ordnance man (AO), aviation structural mechanic (AM) and airship rigger (AR). These ratings are among those listed under Group IX of enclosure (A), BuPers Circ. Ltr. 40-47 (NDB, 28 February) (see also ALL HANDS, March 1947, p. 59).

Where enlisted aviation pilots are considered to be especially qualified for ultimate change to any of the other aviation ratings, individual recommendations should be submitted, via channels, to BuPers (Attn: Pers 672). These recommendations, to be submitted prior to 1 July, should set forth clearly reasons for the proposed change and a summary of the individual's past experience. Pilots who are not designated lighter-than-air pilots shall not be prepared to change to airship rigger rating.

Temporary officers whose permanent status is enlisted aviation pilot may be required to revert at some future date to an aviation rating other than aviation pilot. They shall be prepared for such change under the same procedure as that outlined for enlisted aviation pilots.

A future directive, regarding the transition of all enlisted personnel to the new rating structure, will contain specific instructions regarding the change of rating, in their enlisted status, of temporary officers.

Recruit Training Course For Reservists Prepared

A Naval Reserve recruit training curriculum for Reservists without previous naval experience who are attending regular drills will be distributed to all Reserve armories during June.

The curriculum outlines 64 hours of study on subjects such as recruit indoctrination, seamanship, ordnance, small arms training and indoctrination in obedience to command. The course of study, which is designed to be accomplished in a total of 32 weeks, was prepared by the BuPers Training Activity.

1 August Deadline Set For Requests to Compete For Rhodes Scholarships

Commissioned officers on active duty may submit formal requests for authority to compete for Rhodes Scholarships, requests to reach BuPers (Attn: Pers-4226) by 1 Aug 1947. Members of the Naval Academy class of 1948A must submit requests via the Superintendent.

BuPers made this announcement in Circ. Ltr. 67-47 (NDB, 30 April) and said that it would not approve requests to compete from any officer who was not in the first third of his class academically when he attended college or the Naval Academy.

A board consisting of Navy Department and Academy officers will convene at the Academy on or about 11 August to consider the requests and to recommend to the Chief of Naval Personnel those who possess the necessary qualifications. Application blanks will be then mailed by the Bureau to those authorized to compete.

Applicants must state in their requests that they are willing to pay their own cost of transportation to appear before the State Committees. Agreement not to resign during the curriculum and to serve three years following completion of studies must also be submitted with the requests.

Naval officers appointed as Rhodes scholars will remain on active duty while students at Oxford.

Dependents' Dental Care Unavailable Outside CLUSA

Dental treatment for civilian employees and dependents of Navy and Marine Corps personnel is not available at most outlying stations outside the CLUSA, it was announced by Alnav 104-47 (NDB, 30 April).

The Alnav warned dependents and employees who expect to be transported to such stations that—because dental facilities are not available from either civilian or naval sources—they should have all necessary dental treatment completed before leaving the U.S.

Navy Air Unit Commended For 'Exemplary' Operation

NATS received the following compliment from an executive of a nationally known publishing company, following his return from an extensive trip to the Far East:

"I want you to know that my trip across the Pacific on NATS was a masterpiece in air transport and one of the most enlightening experiences I encountered. I came away with the feeling that in NATS the Navy has an outstanding and efficient operation which is doing an exemplary job in peacetime as it did in war."

Leave Credit Claims Must Be Submitted

Claims for leave credit as established 31 Aug 1946 must be submitted by each officer who was on active duty 31 Aug 1946, regardless of whether he is entitled to compensation, Alnav 101-47 (NDB, 30 April) announced.

The final date on which claims may be made is 1 September, the Alnav mentioned, and all applications must contain date of submission. It is imperative, reiterated the directive, that all remaining claims for settlement be received at an early date. This applies to officer claims submitted to BuPers as well as to enlisted claims forwarded directly to the Terminal Leave Disbursing Officer at Great Lakes, Ill.

Aviators Get Refresher Prior to Flight Duty

Naval aviators who have been appointed to the regular Navy and who have been on inactive duty shall not be placed on temporary duty involving flying while awaiting assignment by BuPers, it was announced in Alstacon 221751 of April.

These officers, when given a temporary assignment while awaiting orders in accordance with BuPers Circ. Ltr. 123-46 (NDB, 31 May 1946), shall not have flying duty because in many cases they have been on inactive duty for periods of more than three months and require a flight refresher course prior to a permanent assignment involving flying.

Rhode Island Gives \$200 Bonus; Deadline 30 June

A bonus payment of \$200 may be paid Navy or Merchant Marine personnel for the asking if they were residents of Rhode Island at least six months prior to their entrance into the Navy or Merchant Marine. Applications must be filed with the state board on or before 30 June 1947.

Principal eligibility requirements of the Rhode Island 1946 Veterans Bonus Act are service in the armed forces between 16 Sept 1940 and 2 Sept 1945, or service in the Merchant Marine between 7 Dec 1941 and 2 Sept 1945.

COs were directed by Alnav 116-47 (NDB, 15 May) to acquaint all hands with eligibility requirements and to submit a count of personnel on board who may qualify for the bonus by dispatch to: Commandant, 1st Naval District, Attn: District Civil Readjustment Officer.

Information on Bonus Laws of other states appears in the 30 April 1947 issue of the Navy Department Bulletin. For announcement of the Rhode Island and other state veterans' benefits, see ALL HANDS, March 1947, p. 53.

MarCorps Changes Method Of Setting Date of Rank For Some Former Officers

The Marine Corps has announced a change in the method of determining the date of rank in pay grade 1 of certain former officers.

The announcement, made in Almar 40-47, stated that persons in the following categories were affected:

- Former officers who did not hold a rank in the first pay grade at the time of their appointment to a commissioned or warrant rank.

- Former officers who received an appointment in the first pay grade subsequent to their appointment to warrant rank.

These persons will be appointed to temporary rank in the first pay grade, with date of rank to be shown as the date of appointment to commissioned or warrant rank. However, service in pay grade 1 or higher grades must have been continuous active duty until separated from the service.

In cases where warrant or commissioned appointments were in the Reserve while on inactive duty, the date of last reporting for continuous active duty as a commissioned or warrant officer will be the date of rank in the first pay grade.

Changes Are Announced In Separation Activities

Changes in post-demobilization separation activities listed by Alnav 384-46 (NDB, 15 July 1946) were announced in Alnav 110-47 (NDB, 30 April).

Dropped from the list of activities designated to process for separation members of the Women's Reserve and Nurse Corps were Naval Hospitals at Bainbridge, Md.; Sampson, N. Y.; New Orleans; Treasure Island, Calif.; Seattle, and Astoria, Ore. The Waves' separation activity at Norfolk, Va., was moved from the naval hospital to the receiving station.

The Alnav also deleted NTC, Bainbridge, Md., from the list of separation centers for male personnel.



Joe Dolce, S2, USS Fitch

"For the last time... I'm your relief."

Guinea Pig Ships of Bikini Atom Bomb Tests Studied to Learn Damage and Contamination

Guinea pig ships of the Bikini atom bomb test fleet still are under intensive observation, as the Navy exploits the chance to learn of damage and radioactivity caused by atomic bombings.

Study of means of radiological decontamination has a high priority in Navy research. Work is going forward in cooperation with the Atomic Energy Commission. A radiation laboratory has been established at the Naval Shipyard, San Francisco. The Navy is concurrently training a number of officers as experts in the fields of radiological safety.

BuMed has established rigid safety precautions for work on radioactive vessels.

Most of the target ships are at Kwajalein, awaiting disposition. A number have been earmarked for study at Kwajalein and at naval shipyards on the West Coast and at Pearl Harbor. Ships have been selected for intensive study on the basis of interest from the viewpoint of structural damage and contamination.

USS *Gasconade* (APA 85) and *Critendon* (APA 77) are at the San Francisco Naval Shipyard, and *Independence* (CVL 22) is scheduled to be moved there from Kwajalein.

USS *Pensacola* (CA 24) is at the Naval Shipyard, Bremerton, and *Salt Lake City* (CA 25), at Kwajalein, and *USS Hughes* (DD 410), at Pearl Harbor were scheduled to be moved to Bremerton.

USS *New York* (BB 34) is under

study at Pearl Harbor, and will be joined there by *USS Nevada* (BB 36).

USS *Skipjack* (SS 184) and *Skate* (SS 305) are under study at Mare Island.

Among ships remaining at Kwajalein, those selected as of special interest include *USS Briscoe* (APA 65), *Brule* (APA 66), *Dawson* (APA 79), *Fallon* (APA 81), *Mugford* (DD 389), *Rhind* (DD 404), *Stack* (DD 406) and *YOG 83*. The remainder of the target fleet is at Kwajalein in caretaker status, for possible future study.

Aviation Medicine Course Open to Medical Officers

Applications for a three months' course in aviation medicine at the School of Aviation Medicine, Pensacola, Fla., are desired from medical officers, Regulars and Reserves, of the rank of lieutenant (jg) through lieutenant commander, *Alnav 102-47* (NDB, 30 April) announced.

Applications for the course, which is slated to convene 8 September, must reach BuMed prior to 15 June. Reserve officers who apply must have a minimum of 18 months obligated service after completion of course. Those who have less may apply, provided they request transfer to the regular Navy at the same time they apply for the course.

Radio Materiel Schools Still Need Instructors

BuPers announced that applications still are desired from USN personnel and from USNR and USN-I personnel who agree to enlist in the regular Navy, for duty as instructors in radio materiel schools in accordance with *Navact 39-46* (NDB, 15 April 1946).

Only graduates of radio materiel schools having one year minimum sea duty during the past 18 months are eligible.

Requests must be forwarded to BuPers via official channels, regardless of forwarding endorsements.

165 Pounds of Baggage Allowed on NATS Planes

Officers and enlisted men traveling via NATS on permanent change of duty orders, including orders for further assignment, will be allowed 165 pounds of baggage, it was announced by *Alnav 114-47* (NDB, 15 May).

Dependents of naval personnel traveling under such orders are also allowed a maximum of 165 pounds of baggage. Presentation of orders by personnel or passage authorization by dependents will be sufficient authority for such baggage allowance.

Duty with 16th, 19th Fleets Will Be Shore Duty After 1 Apr. '48

Duty with the 16th and 19th Fleets currently is considered shore duty for personnel attached to fleet or group staffs or to inactivated ships, and sea duty (with sea pay) for those officers and enlisted men serving on ships not yet inactivated.

BuPers Circ. Ltr. 248-46 (NDB, 31 Oct 1946) set 1 July 1947 as the tentative date after which all duty with the 16th and 19th Fleets would be considered shore duty for all hands for all purposes. The letter said, "Whether or not that date can be met will depend upon the progress of the deactivation program and evidence of satisfactory living conditions for families in the fleet berthing areas."

BuPers announced that progress in meeting the conditions quoted above has not been up to earlier expectations, and thus the tentative date establishing a universal shore duty status for 16th and 19th Fleet personnel has been moved up to 1 Apr 1948. This announcement was made in BuPers Circ. Ltr. 79-47 (NDB, 30 April).

Certificates for All Under Flight Orders

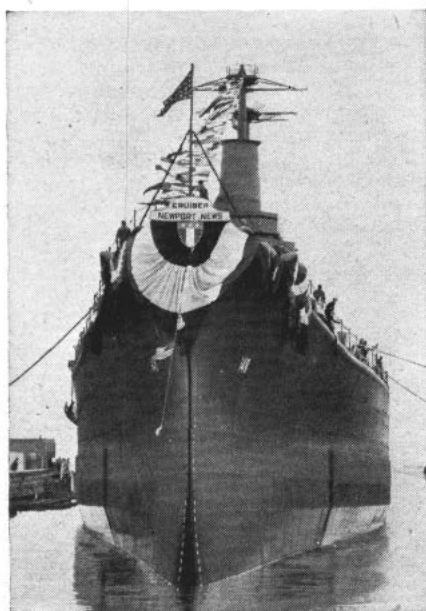
Flight certificates (NavSandA 38) must be executed for all personnel, including officers, under orders to duty involving flying and who are being detached to a separation activity. This includes those under temporary orders.

This announcement was made in BuPers Circ. Ltr. 71-47 (NDB, 30 April) which amended BuPers Circ. Ltrs. 165-46 (NDB, 15 July 1946) and 168-46 (NDB, 31 July 1946). The certificates shall cover the period up to and including date of detachment.

Latest Radio Schedule Beamed to Pacific Areas

Latest schedule of Armed Forces Radio Service programs beamed to Pacific areas is published here, subject to change. The schedule lists stations, frequencies and beam areas covered, and program times. All times referred to are Greenwich. The schedule:

Station	Time (GCT)	Frequency (KCS)	Beam Area
KCBA	2200-0430	21460	Philippines
	0900-1400	9750	Philippines
	0500-0815	15150	Alaska-China
KCBF	2200-0430	21740	China-Japan
	0900-1400	9700	China-Japan
	0500-0815	11810	Alaska-China
KCBR	0430-0845	17780	China-Japan
	2200-0045	15130	Alaska-Aleutians
	0100-0600	21490	SW Pacific
KGEX	0615-0845	15130	SW Pacific
	0900-1400	15210	Philippines
	0315-0845	17880	Philippines
KNBA	0115-0700	21630	China-Japan
	0115-0700	17850	South and Mid Pacific
	0315-0845	15330	China-Japan
KRHO	2200-2230	17800	Philippines
	0130-0600	17800	China-Japan
	0315-0645	9570	Alaska-Aleutians
KWIX	0700-1130	11900	South and Mid Pacific
	0115-0300	15290	China-Japan
	0315-0845	17780	China-Japan
	0900-1400	11890	China-Japan



NEWPORT NEWS, newest heavy cruiser, launched at Newport News, is armed with nine 8-inch guns in three turrets.

\$1,800 Scholarship Open At Rensselaer to Son of Navy, MarCorps Personnel

A full four-year scholarship worth \$1,800 for a course to start with the September 1947 class is being offered by the trustees of the Rensselaer Polytechnic Institute, Troy, N. Y., to the son of an officer, warrant officer, petty officer or non-commissioned officer on the active or retired list of the Navy or MarCorps or to the son of deceased personnel in these categories.

Individuals on active duty, who meet the requirements, and who will be on inactive duty on or before 1 Sept 1947 are eligible to apply for the scholarship, BuPers Circ. Ltr. 63-47 (NDB, 30 April) announced.

Applicants should forward an application similar to the one enclosed in the circular letter to reach BuPers on or before 1 July 1947. Candidates will be considered on the basis of scholarship, rank and leadership qualities. A transcript of the candidate's secondary school record should be enclosed with the application.

Rensselaer offers the following courses, all leading to the bachelor degree: civil, mechanical, electrical, chemical, aeronautical, metallurgical and industrial engineering, business administration, chemistry, physics, biology and architecture.

Mess Memberships Open To Coast Guard Officers

Coast Guard officers on active duty were unintentionally omitted from BuPers Circ. Ltr. 46-47 (NDB, 15 March) which listed officers eligible for membership in commissioned and warrant officers' messes operated ashore, it was announced by BuPers Circ. Ltr. 73-47 (NDB, 30 April).

In addition to extending membership to officers of the Coast Guard, the directive stated that Army and Coast Guard officers on active duty do not have to be attached to or serving at or near the activity furnishing mess as announced previously (see ALL HANDS, May 1947, p. 60).

First Formal Leadership Course Opens at Academy

The first formal leadership course instituted at the Naval Academy was administered to the Class of 1948-B—the first class since World War II to follow a four-year curriculum. The new course is administered by the Executive Department and the instructors are officers of that department.

The course consists of 16 hours in the second class year to prepare the midshipmen for their responsibilities as leaders in the Brigade during first class year, and 32 hours in the first class year to prepare the midshipmen for their responsibilities after graduation.

The classes are held on an open forum basis.

UNPARALLELED AND UNMATCHED NAVY

SecNav has received a letter of appreciation from a man prominent in civilian life who recently was a guest on board a Navy ship during a week's operations. Excerpts from the letter follow:

"... It was truthfully the thrill of a lifetime and an experience which I hope I can translate into a tangible contribution to the welfare of the Navy.

"One major impression was the necessity for constant training if we are to maintain the efficiency of the existing Navy at anything like wartime levels. We left with a crew composed largely of green hands. To a layman the job of whipping them into a trained and efficient organization appeared monumental. Even at the end of a week it was evident that the job would be accomplished despite the handicaps imposed upon the

Navy in the way of a shortage of funds to provide sufficient officers and ratings.

"The perseverance and devotion to duty of the officers was particularly impressive. One could not help but admire them and hope that the spiritual satisfaction they got out of their work offset to some degree the lack of compensation that the same amount of devotion and exertion would have brought in private life. Something of the same nature might be said of the crew because rarely have I ever seen men 'put out' as did the deck crews during flight operations. And there was no talk of wages or hours or safety provisions or holidays or vacations or things of that nature.

"I sincerely hope that it will be possible to obtain for the men manning our Navy the very best in equipment and weapons to maintain an unparalleled and unmatched Navy ..."

4,000,000 Releases Sent By Home Town News Center

Nearly 4,000,000 press releases on Navy personnel—that's the record of the Fleet Home Town News Center as it marks its second anniversary. Press releases have been sent to home town newspapers and radio stations, thus bringing closer together the Navy and the home community of each Navy man.

Established late in the war by SecNav and now located at NavTraCen, Great Lakes, Ill., the Fleet Home Town News Center has trained over 200 enlisted correspondents strategically assigned throughout the Fleet and shore stations.

An addressograph media file, containing more than 55,000 plates, provides comprehensive coverage for every story.

Improvements in Plane Equipment Put Into Use

Several improvements in NATS VR-1 plane equipment have been put in use. They are:

- Cargo nets which increase the efficiency and safety of stowage of small items, such as mail bags, which are difficult to secure with line, are now standard equipment on all planes.

- A standard safety shoulder harness for pilot and co-pilot has been installed in all squadron aircraft. This device has been tested and demonstrated in fighter aircraft, and is expected to alleviate pilot injuries.

- Heavy wide straps have replaced the light straps formerly used on MacArthur seats. These straps give a considerable margin of safety in breaking strength and surer functioning of the catch.

Broad, General Education Is Goal at Naval Academy

"We are striving here for a broad, general education strongly pointed to the naval life," the Board of Visitors to the Naval Academy were informed upon their arrival at the Academy to study conditions and make recommendations.

The Naval Academy is a first step, and though an important one, only the first in a broad educational scheme that extends throughout the career of the naval officer, the Board learned. Hence it is not considered necessary to incorporate each and every detail of naval knowledge at the undergraduate level, but rather hold to fundamentals and leave higher specialties and processes to graduate education.

English, history and government courses have been extended, new courses in economics and elements of national power have been added, and strong emphasis has been placed upon such subjects as principles and types of speech and aviation.

Precautions Directed On Custody of Material

Commandants were directed by Alnavsta 15 to insure that all Navy material, except ammunition, medical supplies, MarCorps supplies, construction items in advance base depots and material needed for immediate use, is transferred to the custody of accountable supply officers. Physical relocation of the material is not required.

It was pointed out that when large amounts of material are not accounted for—it is difficult to get proper information on usage of materials on which to base future appropriation requests, and, in addition, stocks of unaccounted materials are not available for use by the Navy as a whole.

Flag Rank Orders Listed; Riggs to General Board, Sallada Deputy CincPac

Flag rank orders last month were as follows:

Vice Admiral James L. Kauffman, USN, Com 4, took on additional duty as commander, Naval Base, Philadelphia; Rear Admiral Ralph S. Riggs, USN, who was commander, Naval Base, Philadelphia, has been ordered to duty as a member of the General Board.

Rear Admiral Harold S. Sallada, USN, has been detached from duty as Chief of BuAer and ordered to duty as Deputy CincPacFlt, with the rank of vice admiral. Rear Admiral Alfred M. Pride, USN, who has been serving with BuAer, took over as Chief of BuAer (see p. 34).

Rear Admiral Ernest L. Gunther, USN, has been detached as Commander Fleet Air, Quonset, R. I., and is under treatment in the Naval Hospital, Chelsea, Mass.; Rear Admiral John H. Cassidy, USN, was ordered to duty as Commander Fleet Air, Quonset, from duty as ComCarDiv 1.

Rear Admiral Walter F. Boone, USN, has been ordered to duty as a member of the General Board, from duty as Chief of Staff to ComNavForWesPac; Rear Admiral William L. Rees, USN, has relieved him as Chief of Staff to ComNavForWesPac.

Rear Admiral Roscoe H. Hillenkoetter, USN, has been appointed Director of Central Intelligence (see p. 58).

Rear Admiral John A. Snackenbergh, USN, has been ordered to duty as Naval Attache and Naval Attache for Air, Athens, Greece.

Commodore Humbert W. Zirol, USN, has been ordered to BuPers for temporary duty pending further assignment. He was with the Italian Naval Branch, Allied Force Headquarters, Italy.

Commodore James E. Boak, USN, has been ordered detached as Commander, Naval Repair Base, San Diego, and to Com 4 for temporary

LIGHTER SELF-SEALING GAS TANKS

New self-sealing gas tanks, 40 per cent lighter in weight, are being installed in newest-type naval aircraft. Wartime tanks gave satisfactory performance, but the new tanks offer a considerable advantage in that weight-saving always is a critical factor in aircraft design.

Materials used, mostly synthetics, are the same in both new and old tanks. The difference is in curing and processing of the rubber.

Self-sealing tanks have a natural or synthetic rubber liner, or a combination of the two, which retains

fuel in the tanks even though they are ruptured by gunfire. The sealing action is taken by the sealant substance, which expands when gasoline seeps onto it and closes the rupture.

Self-sealing gas tanks hold their fuel when hit, and thus eliminate a source of fire in flight. They saved untold numbers of planes and crewmen in the war. But the weight of the wartime tanks penalized planes in speed and performance.

The self-sealing gas tanks may be used also as kerosene tanks in jet airplanes.

duty pending further assignment.

Commodores William W. Behrens, Adrian R. Marron and Marion C. Robertson, all USN, are awaiting retirement.

Commodore Joseph B. Lynch, USNR, has been ordered to duty as Commander Naval Air Bases, 9th Naval District, from duty as Commander Naval Air Bases, Philippines.

Commodore James E. Arnold, USNR, has been ordered to temporary duty in the office of the Assistant Chief of Naval Operations (Reserves) pending further assignment.

Diphtheria Shots Needed Prior to European Travel

All naval, MarCorps, civilian personnel and dependents between six months and 35 years of age transferred to or contemplating travel through Europe and/or the Mediterranean region under Navy Department cognizance are required to be immunized against diphtheria unless shown to be Schick negative prior to departure, Alnav 115-47 (NDB, 15 May) announced.

The results of the Schick test and of reaction to immunization shall be entered on the health record and on the immunization certificate, the directive ordered.

Preparations Being Made For New Rating Structure

Plans are being made to train enlisted men in preparation for the change to the new rating structure (ALL HANDS, March 1947, p. 48).

The 1947 edition of the Manual of Qualifications for Advancement in Rating (NavPers 18068) will assist in these plans by giving a description of the duties and responsibilities of each rating, applicable Navy Job Classifications, practical factors and examination subjects, and by indicating the normal path of advancement to warrant rank.

Distribution of the new manual to the entire naval establishment has begun and is expected to be completed by 1 July, it was announced in BuPers Circ. Ltr. 58-47 (NDB, 15 April). Commands which do not receive copies by that date should submit requests to the OinC, Navy Publications and Printing Office, in the district in which they are situated, or to BuPers (Attn: Pers-41C).

Since budgetary limitations confine the distribution to that number of BuPers Manuals allowed each command, requests should indicate the number of BuPers Manuals allowed.

The new qualifications manual has a standard binder designed for use with loose-leaf naval publications. Thus, commands can include more than one manual in the same binder. The circular letter called attention of Reserve activities to this fact, since no permanent binder will be issued for Part H of the BuPers Manual, which was distributed recently.

Issue Halted Temporarily Of Khaki, Green Trousers

Manufacture and issue of the Marine Corps' new style khaki and green trousers will be discontinued temporarily. Issues will be made in only those sizes in which the old style trousers are not available, it was announced by Almar 37-47.

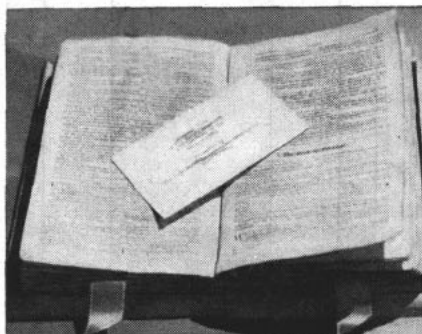
The Almar does not affect the sale of the new style uniforms to officers, or the issue of green wool and summer service jackets and new style blues.

BIBLE SERVED ON FIRST KEARSARGE

Resting in a convex glass case in the crew's library on board the 27,000-ton aircraft carrier USS *Kearsarge* (CV 33) is an 1821 Bible, its pages yellow and crisp with age. No longer subject to the rigors of time, space and the deep blue sea, the Bible is a priceless relic of the days gone by.

It was presented to the carrier by a group of men who served on board the first *Kearsarge*, a Union sloop of war, during its tour of duty between 1861 and 1894. The Bible, too, saw service on the old *Kearsarge*.

How many times the salty old Bible was knocked off the captain's shelf in heavy seas or bounced around like a rubber ball when a volley of shots was fired, we'll probably never know.



PRICELESS relic which saw service on a Union sloop of war between 1861 and 1894 now is enshrined on a carrier.

Lost and Found Center Shipping 1,000 Packages Each Week to Claimants

The Navy's "lost and found" center is the Navy Personal Effects Distribution Center, Clearfield, Utah, which handles seabags, cruise boxes, trunks, suitcases and personal bundles lost, misplaced or left behind by Navy and Coast Guard personnel.

Already more than 64,000 individual collections of articles have been handled. More than 30,000 packages are still at the center pending receipt of forwarding orders by owners or next-of-kin. Shipments to claimants are being made at the rate of 1,000 per week and inquiries are arriving at the rate of 800 per week.

The personal effects include anything from a bar of soap to a Japanese Samurai sword. The valuables include jewelry, bonds, money orders, Government allotment checks, wills or insurance policies. All are treated with equal care.

Travel Allowance, \$100 MOP Paid Only at Discharge

Initial payment of \$100 mustering out pay and travel allowance is being paid only at the time of discharge or actual release from active duty, it was announced by Alnav 106-47 (NDB, 30 April). The directive went into effect 1 May.

It was explained that this was necessary because all MOP and travel allowances are required to be charged to appropriation for the fiscal year in which discharge or release is effective.

Disbursing officers however, are authorized to make emergency payments where necessary in the case of personnel entering terminal leave who do not have sufficient funds to take them home, it was later announced by Alnav 113-47 (NDB, 15 May). In no case is the emergency payment to exceed the amount of travel allowance due the man upon completion of his terminal leave.

Submarine Scheduled To Round Cape Horn

USS *Sea Robin* (SS 407) is making history.

The modern 1,500-ton fleet submarine is scheduled to round Cape Horn on a current training cruise. This will be the first time in the history of U. S. underseas operations that an American submarine has gone around the cape, once considered a difficult navigation feat because of numerous storms and reefs in the area.

Her itinerary called for visits to Valparaiso, Chile; and Port Stanley, Falkland Island. The submarine had been stationed at Cristobal, C. Z.

GREMLINS IN TRANSSONIC REGIONS

The discovery—during postwar development of highspeed aircraft—of a new, vicious gremlin native to the regions of transsonic speed has been announced by BuAer.

In announcing the finding of this new sub-species, undoubtedly related to at least some of the gremlins observed by combat pilots during the war, BuAer has warned all pilots that present observations indicate they will be unalterably opposed to the invasion of their native regions by humans, and that they may be expected to fight such invasion with all means at their command.

Activities in which some of the gremlins were occupied are shown above by an ALL HANDS staff artist, working from tentative descriptions by pilots.

Various pilots' reports of their actual appearance have varied widely, although all agree that the gremlins are universally malicious in appearance and that all are helmeted and space-suited due to their habitat at high speeds and altitudes.

No point of agreement among observers has been reached on whether the helmets and suits are natural growths provided by nature for life in those regions or are constructed by the gremlins themselves. One school of thought has suggested that these gremlins are some who, dismayed by human activities during World War II, donned space suits and helmets, left their former homes, and settled in the transsonic regions to avoid all humanity. If this hypothesis is true,

it assures that their battle against human interference in the transsonic speeds will be bitter in the extreme.

The new gremlins have been observed attempting, among other things, to tear aircraft apart with their hands or with hammers and hatchets; to pull down and "tuck under" the noses and tails of planes encroaching on their regions; to confuse pilots into fatal errors by reversing the action of control surfaces; to destroy the lift of a plane's wings by increasing the "burbles" over lift surfaces; and to reduce the speed of planes by greatly increasing the drag.

These activities can be compared to those of wartime gremlins—reputedly more often mischievous than truly vicious—who delighted in jamming guns during combat, or spinning compasses when pilots were on instruments, or drinking gasoline from the tanks during long flights far from friendly airports, or fixing releases so bombs were dropped unarmed on bombing missions.

Pilots are warned that the warfare against the new gremlins may become violent, due to their character, and that as the speed of more and more planes approaches that of sound special indoctrination in methods of combating the new enemy may become necessary.

The new gremlins are found only in the transsonic speed regions, from about 600 to about 900 miles per hour, when planes are subject to compressibility effects and are consequently more vulnerable to attack.

Operation Restores Sight To Retired Marine; Writes A March in Appreciation

A band march has been dedicated to Rear Admiral Clifford A. Swanson, MC, USN, Surgeon General, in appreciation of an operation once performed by him.

The composer, Henry C. Stephan, a retired principal musician of the U. S. Marine Band, had his sight restored in an operation by Admiral Swanson. He appropriately entitled his original composition "Surgeon General, U. S. Navy."

Ships, Naval Personnel Will Be Sent to China

Acting in accordance with Public Law 512 (79th Congress), designed to "provide assistance to the Republic of China in augmenting and maintaining a naval establishment," the President announced that an unspecified number of surplus ships and floating drydocks, a limited complement of naval personnel and technical advice will be sent to China.

For the price of repairing, outfitting

and equipping the vessels, the government of China will receive the surplus equipment. A limited group of naval personnel—100 officers and 200 enlisted men—may be sent with the ships, according to the law, and may accompany Chinese troops, aircraft or naval vessels on training maneuvers.

The types of ships to be sent to China were not specified, but before a major unit can be sent to China, the President must get permission from Congress. Only destroyer escorts are expressly excluded from that provision of the law.

The technical information will be such as is not classed "secret" or "top-secret." SecNav was instructed to carry out the terms of the agreement by executive order. However, if the Secretary of State should decide at any time that the transfer of additional vessels, men or material "would not be in the public interest," he could discontinue the operation.

The law expires five years from 16 July 1946. Presumably, the transfer will have been concluded before that time.

MarCorps to Reorganize Fleet Marine Forces To Provide More Highly Mobile Striking Units

The Marine Corps has announced that it will reorganize the units of its two Fleet Marine Forces to provide for the possibility of atomic warfare and to give increased flexibility and mobility to their striking forces.

The reorganization, announced by Gen. A. A. Vandegrift, USMC, Commandant, will provide a greater number of combat-ready units, increase the fire power of the units, and provide more highly mobile striking forces. This would speed up the formation of task forces and the rapid movement of marines to any part of the world.

Organization such as this would fit into the postwar duties of the MarCorps. In addition, it would provide a testing ground for the corps' specialty—that of new methods and weapons of amphibious warfare.

In the event of atomic warfare, the reorganized Fleet Marine Force would be able to disperse units without sacrificing fire power. These small self-contained units could be transported by air, submarine or surface vessels without loss of efficiency or administrative difficulties.

Regimental units will be abolished within the corps' two divisions and separate brigades. A reenforced battalion such as was used successfully

in World War II will be the basic combat unit.

Gen. Vandegrift explained that the elimination of "overhead" units such as infantry regimental headquarters and artillery battalion headquarters, would provide a greater percentage of marines for basic duties in proportion to overall strength. In other words, more marines will be available to carry weapons under the new set-up.

Additional anti-tank weapons are planned to be added to each infantry battalion and they will have available tank, artillery, rocket, naval gunfire and aircraft support. Units of the service command, which will control distribution of supplies, will train and maneuver in conjunction with tactical units. Brigades will be organized in a similar fashion, with about half the strength of a division, or 9,500 men.

Divisions will be more mobile and hard hitting in either attack or defense, due to the organization of each division headquarters into command groups, facilitating rapid shifting of attack forces. Task units smaller than a division could be formed quickly for special missions. These units could occupy small advanced bases for rocket-launchers and protect island bases for atomic bombers.

Both divisions and brigades will increase their fire power, and supporting weapons and units will be integrated with the infantry battalions. Artillery batteries will be increased in strength from four guns to six.

Rapid expansion to war strength will be possible for the atomic age leathernecks. In an emergency, reserves could be added to the units quickly without additional equipment.

Each of the new infantry units will carry the names of famed wartime regiments. Thus the Fourth Infantry Battalion will be known as the "Fourth Marines." Divisions and brigades will keep their numerical designations.

Up to now, the general wartime organization of the MarCorps has been retained in order to speed up demobilization and redeployment of units from the Pacific.

Government Ships to Carry Only One Auto Per Person

Transportation on a government-owned vessel is limited to only one automobile or motor vehicle per person upon permanent change of station orders, Alnavsta 12-47 announced.

For each motor vehicle accepted for shipment, a service charge of \$10 will be collected from the owner to cover the cost of handling, loading, stowing on vessel and unloading at destination. A cash sale of five gallons of gasoline will be made at the destination point to permit removal of the vehicle.

Shipborne Cargo Barges Launched by Dynamite to Speed Flow of Supplies

Shipborne barges launched by dynamite detonations, to speed the flow of supplies from ship to shore during amphibious assault operations, have been devised by the Navy Civil Engineer Corps and demonstrated in tests at the Naval Advance Base Proving Ground, Davisville, R. I.

Suspended from either side of a pier used to simulate the sides of a ship and connected across the "deck" of the pier by one-inch cables and turnbuckles were two 150-foot barges constructed from steel pontoons similar to those carried by LSTs and used by the Seabees during the war. Sticks of dynamite were placed at the turnbuckle bolts, covered with sandbags and connected with wires to permit simultaneous detonation.

The explosion sheered the bolts off cleanly, permitting the two barges to drop into the water. The barges sustained only very slight damage when launched from five feet above the water, and, though the damage was greater from a 10-foot launching elevation, the barges could have been used for emergency unloading of cargo.

Similar, unique, split-second launchings have been conducted at Naval Advanced Base Proving Ground, Port Hueneme, Calif., by BuDocks.

New Rocket Designed To Go 250 Miles—UP

Early in June, according to plans, a pencil-slim Navy rocket will leap into the air at the firing grounds at White Sands, N. M. It will be the debut of the first all-American-developed, high altitude rocket of supersonic speed.

The rocket, named the Neptune, was developed by the Naval Research Laboratory and was designed to carry a 100-pound payload to an altitude of 1,255,000 feet (about 250 miles). The rocket will carry heavier loads, up to 2,000 pounds, but for lesser altitudes of course. The payload figures do not include weight of fuel.

The Neptune will be used exclusively for research, and will be of great value in the high altitude research program now of so much interest to the Navy, Army and other government and private agencies. German V-2 weapons, with only half the range of the Neptune, have been used previously in this research into the mysteries of the earth's upper atmosphere.

The Navy's rocket is 45 feet long, just 32 inches in diameter, and 98 inches in fin-span. It weighs 1,992 pounds, without fuel or load. The missile is powered by a liquid-fuel rocket motor.

'Seapower One of Best Guarantees of Peace'

Rear Admiral Thomas L. Sprague, USN, Chief of Naval Personnel made the following statement in observance of Naval Reserve Week, 18-25 May:

"The vital importance of an adequate U. S. Naval Reserve can be expressed most simply by a statistical comparison of the Navy's strength on V-J Day with that of the regular Navy as it exists today. At war's end our Navy had more than three million men—nine out of every ten of which were Reservists. On V-J Day we had the largest and most powerful aggregation of fighting ships the world had ever seen.

"Today the regular Navy and Marine Corps has been reduced to a little more than half a million men. Some 2,000 ships and 9,000 small craft have been laid-up in the so-called 'zipper fleet.'

"We are a peace-loving people, and this is what we wanted. But loving peace, we should not forget that the potential of seapower is still one of its best guarantees. We must have a strong and well trained Reserve to stand behind the regular Navy, ready to expand our nucleus at a moment's notice, should the need arise."

BuShips Organizes 3 Sections to Study Atomic Power Phases

Studies of application of nuclear physics to naval uses are going ahead in BuShips under a new organization within the bureau. BuShips' atomic program will be an important part of the entire Navy program in that subject.

Vice Admiral Earle W. Mills, USN, Chief of BuShips, has established three sections in his bureau, under a Coordinator for Nuclear Matters. They are:

- Radiological Safety Section, responsible for protection of personnel from atomic explosions and from radiological ship contamination. The section is to initiate research, development and testing to determine means for providing such protection, and to develop specifications and start procurement of protective equipment; and to start a program to determine materials, methods and equipment for decontamination of ships.

- Atomic Warfare Defense Section, responsible for research and development of measures to protect ships against atomic weapons. Specific duties of this section will include introduction of necessary characteristics in ship design for protection of personnel from blast, pressure, heat and radiation from atomic weapons, and for continuing studies of the results of Operation CROSSROADS in order that these may be applied in ship design.

- Nuclear Power Section, responsible for possible future application of nuclear power to ship propulsion, and—for problems of protecting personnel from radioactivity resulting from the operation of nuclear power plants. In this capacity, this section will work in conjunction with the Radiological Safety Section.

Additional duties in connection with BuShips' atomic program have been assigned to existing bureau sections, including the Electronics Design Branch, Special Applications Section

Now You May Buy That Barracks for Your Own

Ex-sailors who might have fallen in love with their barracks during their stay in California now may apply for the right to purchase a military barracks under the state of California's new war surplus program.

The program, set up in an effort to relieve the shortage of building materials, provides for the sale of barracks and other military buildings to veterans.

The staff of the Veterans' Service Centers in Los Angeles County, or staff of the Navy's District Civil Readjustment Office in San Diego or Los Angeles will furnish additional information and details upon request.

SEES NAVAL RESERVE AS WORLD FACTOR

"Those same elements of strength that obtained victory will continue to be factors in obtaining a just and permanent peace," declared Fleet Admiral Chester W. Nimitz, USN, CNO, in a speech during Naval Reserve Week, 18-25 May. His entire speech follows:

"Often in peacetime, we Americans are inclined to forget the price of peace. There seems to be a tendency to forget that those same elements of strength that obtained a victory will continue to be factors in obtaining a just and permanent peace for all concerned.

"That is why the new Naval Reserve will be a vital force in the lives of every American. That is why every Naval Reservist will be, in truth, a factor in world affairs.

"Our postwar economy could not, of course, stand the burden of a Navy

as large as the one we possessed in 1945. Yet it is clear that this force for good must somehow be kept 'in being.' The logical solution then, is a small, compact, ready Fleet, backed up by a large, well-trained Naval Reserve.

"The new Naval Reserve provides excellent opportunities for the men and women who will compose its ranks. And these people will, in turn, contribute to their communities by reason of their self-improvement and group readiness.

"Our efforts to obtain this needed support for the regular Navy will reach their peak during Naval Reserve Week, commencing May 18. Our goal—the enrollment of 1,148,000 Reservists—will be achieved if our citizens lend to the drive their active and wholehearted support."

and Electronics Equipment Section. These sections will be responsible for an investigation of the problem of increasing the resistance of electronic equipment to atomic attack, for design and development of instruments for detection of radioactivity and of fissionable material, and for procurement of radiological instruments.

Hydrographic Conference Attended by 2 from Navy

A five-man group, including two naval officers, represented the U. S. at the Fifth International Hydrographic Conference at Monte Carlo, Monaco. The conference was designed to promote the facility of navigation in all seas of the world by coordinating the work of national hydrographic offices.

Delegates were Rear Admiral Robert O. Glover, USN, Hydrographer of the Navy, and Rear Admiral Leo O. Colbert, Director of the U. S. Coast and Geodetic Survey of the Department of Commerce. Advisers were Rear Admiral Chester L. Nichols, USN (Ret); Lt. Comdr. R. W. Knox, Assistant Chief, Division of Charts, U. S. Coast and Geodetic Survey; and James B. Hutt, Chief of the Division of Maritime Security, U. S. Hydrographic Office.

The U. S. took an active part in the first international conference in 1919. Participation in the conference is guided by the State Department, with the two principal hydrographic establishments in the U. S.—the Navy Department Hydrographic Office and the Coast and Geodetic Survey of the Department of Commerce—representing the U. S. The meeting was the group's first since 1937.

Rear Admiral Nichols, who recently was Deputy Hydrographer in the Hydrographic Office, was elected one of the three members of the Directing Committee of the International Hydrographic Bureau.

Filipinos in Navy Told How to Get Guerrilla Pay

Filipinos now in the armed forces who seek back pay for services as guerrillas were given the proper procedure in AlPacFlt 82-47.

They were advised to write directly to The Commanding General, Philippine-Ryukyu Command (Attn Recovered Personnel Division), APO 707, care of Postmaster, San Francisco, Calif. In the Hawaiian area, information regarding processing of claims may be obtained from the office of the Consul General of the Republic of the Philippines, Honolulu.

2 Navy Veterans Heading For Alaska to Build Home

Opportunity just wouldn't knock at the door of two Navy veterans who returned to civilian life, so the ex-sailors are heading toward Alaska to build a door (with a house around it) and give opportunity another opportunity to knock.

As if he were preparing for an over-night picnic, the younger of the two vets grinned as he packed the axes, saws, knives, guns, ammunition, bed-rolls, lanterns, canned-goods and boots that will serve them in good stead on their Tanana Valley venture.

The two modern-age pioneers will receive 160 acres of land from the government in Alaska which they must clear and live on for seven months to gain full title. The climate at their proposed settlement—15 or 20 miles from Fairbanks at the northern end of the Alcan Highway—ranges from 94 degrees in the summer to an average of 10 above zero in the winter.

Eager to Learn, Enlisted Retrainees Get Diplomas After Completing Course

Every ten weeks a group of 50 or more enlisted retrainees at the Mare Island Naval Retraining Command step upon the stage and receive high school diplomas valid for entrance into college after leaving the naval service.

The high school set-up, a 10-week, three-times-per-week course, was first begun in September 1946. The third class, totaling 107 men, graduated recently. The school is only one phase in the Navy's entire retraining program (see ALL HANDS, April 1947, p. 2).

Candidates for the school may range from high school freshmen to seniors and must pass five stiff general education development tests to be permitted to enroll. Two-hour classes are conducted in American history and government with special emphasis on the Constitution. Attending class is entirely voluntary, but all student-retrainees are eager to learn.

Navy Work Pays Off, Painter Gets Award

Work he did while in the Navy paid off for Alexander P. Russo, SPP1, USNR, when he was awarded the Guggenheim Fellowship Award after a group of his paintings was submitted to the John Simon Guggenheim Memorial Foundation by the Navy Combat Art section.

Russo joined the Navy in October 1942 and was assigned to sketching men and operations in combat. His paintings have been reproduced in two books and a portion of his work will be kept as part of the Navy historical record of World War II.

He is continuing his study of art as a civilian with the aid of the money received from the award.

Iowa's Marine Wins Rifle, Pistol Matches

A member of the marine detachment on board USS *Iowa* (BB 61) won top honors in both rifle and pistol matches in the Marine Corps Western Division Rifle and Pistol Competitions at San Diego.

The 31-year-old veteran marine, TSgt. Maxin R. Beebe, usmc, fired scores of 568 in the rifle match and 530 in the pistol competition to beat 108 and 50 competitors, respectively. He won two gold medals this year. Last year Beebe won a bronze medal.

Organization Proposed Of Former NATS Officers

An organization composed of former NATS officers now on inactive duty was proposed at a meeting of NATS alumni at NAS, Patuxent River, Md.

The organization would maintain an address file of former NATS officers to assist members in keeping in touch with wartime comrades and provide a list of those needed by NATS in future emergencies.

The conference was held to observe and inspect the activities of the Naval Air Test Center, renew friendships and to be brought up to date on NATS' activities and problems.

Industrial College Students Visit Shipyard at New York

Navy, Army and Air Corps officer students from the Industrial College of the Armed Forces recently toured the New York Naval Shipyard, Brooklyn. The group is studying the problems of war economics in order to maintain a close and harmonious liaison with the production system of the country.

Sea or Foreign Duty For MarCorps Enlisted With 2 Years to Serve

Sea or foreign duty is in store for certain enlisted personnel of the Marine Corps, it was announced by Almarcon 081316 of 7 April.

Eligible for transfer are Regulars who have two years or more to serve on their current enlistments or extensions and who have:

- Had no previous sea or foreign service.
- Completed one year's duty in the U. S. since their last return from overseas, excluding time spent in naval hospitals for treatment but including leave time.

The directive added that personnel who volunteer for foreign duty under the provisions of CMC letter No. 1515-35 will be eligible for transfer regardless of the date of their last return from overseas.

Central Intelligence Group Headed by Rear Admiral

Rear Admiral Roscoe H. Hillenkoetter, USN, has been named director of the Central Intelligence Group—an organization still establishing its proper place in a field previously dominated by the FBI and the Army, Navy and State Department intelligence services. Primary purpose of the Group is to coordinate all intelligence information while gleaning its own.

Admiral Hillenkoetter succeeded Lt. Gen. Hoyt S. Vandenberg, USA, as director. Gen. Vandenberg is returning to the Army Air Forces as the designated deputy commander.

Until recently naval attache at Paris, Admiral Hillenkoetter was intelligence officer on the staff of Fleet Admiral Chester W. Nimitz, USN, CNO, during the war. He commanded USS *Missouri* (BB 63) when it conveyed the body of the Turkish Ambassador to Istanbul last year. The admiral's Navy career includes service on submarines and destroyers.

In what amounted to his farewell address, Gen. Vandenberg rapped the feeling that there is something "un-American about espionage and even about intelligence generally."

"A strong intelligence system is equally if not more essential in peace than in war," the general declared.

Rear Admiral Sidney W. Souers, USNR (Inactive), was the Group's first director.

Diphtheria Shots Needed If You're Warsaw-Bound

Unless shown to be Schick negative, all naval, MarCorps and civilian personnel and their dependents bound for or traveling through Warsaw, Poland, under cognizance of the Navy Department shall be immunized against diphtheria prior to departure, Alnav 100-47 (NDB, 30 April) directed.

TIMER KEEPS DRUMMER ON THE BEAT

Whatever criticism the listeners of Ward Island's Military Band have, they can't complain that the drumbeat is off time. For, thanks to D. Reed, AETM3, oboist and bass drummer, the drum now is kept to the beat by electronics.

The device invented by Reed consists of a square wave multi-vibrator, batteries and headphones. The frequency of the oscillator is variable and when set to the proper marching tempo of 120 beats per minute, the drummer, wearing the headphones, can't possibly get off tempo.

Ribbing from the CMAA—"You technicians substitute electronics for musical instinct!"—brought the rejoinder from members of the band that they still have their musical instinct, but electronics merely supplements it a little.



BEATS ALL how an electronic cadence timer helps the bass drummer keep perfect tempo. Drummer still swings stick.

Navy Nurse Corps Given Permanent Status by Law; 2,200 Currently on Duty

Navy nurses were given permanent commissioned rank with commensurate pay and allowances by Public Law 36 (80th Congress).

The law establishes the Nurse Corps as a component part of the Medical Department, and as a staff corps of the Navy (see *ALL HANDS*, May 1947, p. 12). Officers will be commissioned in the grade of nurse by the President, by and with the consent of the Senate. These officers will have the rank of commander, lieutenant commander, lieutenant, lieutenant (jg) or ensign. The Nurse Corps will be headed by a director, with the rank of captain.

Members of the regular Nurse Corps on the active list who were serving in a temporary rank on the effective date of the law were permitted six months to transfer to the new corps. Upon transfer, they will be appointed for temporary service to the same rank and with the same precedence held on the date of transfer (pursuant to, and subject to the limitations of the Act of 24 July 1941, as now hereafter amended). These members of the Nurse Corps will be considered to be commissioned officers in the regular Navy.

The law provides that all original appointments shall be to the grade of nurse in the regular Navy, with the rank of ensign, and that each appointment shall be subject to revocation by SecNav until the appointee is advanced to the rank of lieutenant (jg). These appointees must be female citizens of the U. S. who have reached the age of 21 years on 1 July of the calendar year in which appointed, and who have not reached the age of 29 years on that date. Provision is made for the establishment of mental, moral, educational, professional and physical qualifications.

The director of the Nurse Corps announced that there are 2,200 nurses currently on active duty, of which 300 will leave the service by 1 July 1947. This will reduce the corps to a thousand under the peacetime complement. It is hoped that some of these billets will be filled by qualified nurses who served in the corps during World War II. These nurses may return to active duty if they have not passed their 35th birthday.

Nearly all provisions of law relating to pay, leave, money allowances for subsistence and rental of quarters, mileage and other travel allowances, or other allowances, benefits, or emoluments, of male officers of the Navy are applicable to officers of the Nurse Corps. However, husbands of nurses shall not be considered dependents unless they are in fact dependent upon their wives for their chief support, and the children of such officers shall not be considered dependents unless their father is dead

Regulations Are Clarified Under Which Dependents Get Free Medical Attention

The Navy provides free medical attention for dependents—but only under certain conditions.

This announcement has been made in an attempt to enlighten many persons who do not understand fully the rules governing medical attention for dependents.

For eligibility, the family of a Navy man (officer or enlisted) is defined by Navy Regulations, Art. 1185, to include "only a lawful wife, unmarried dependent child (or children) under age 21, and the mother and father if in fact dependent." Another paragraph requires that the dependents reside "in the yard or station or within such reasonable distance from the naval dispensary as shall be determined by competent authority."

Such dependents of the following personnel are eligible: Personnel of USN, USMC and the Coast Guard on active duty; retired personnel of these services on active duty; all Reserve personnel of these services performing active duty other than training duty; retired personnel of these services receiving retired pay, not on active duty; enlisted personnel of these services transferred to the Fleet Reserve or Fleet Marine Corps Reserve after 16 or more years of service, whether or not on the active list;

widows of any personnel in the above categories.

Para. 418.1, Manual of the Medical Department, provides, "Dependents of naval personnel shall be provided out-patient service at naval hospitals, dispensaries and other Medical Department activities where facilities for such service exist."

Hospitalization for these same dependents was authorized by Public Law 51 (78th Congress). This, however, is apart from medical attention, and is not free. The law provides for hospitalization of Navy and Marine Corps personnel at any naval hospital at rates to be prescribed by the President.

It was pointed out that in several recent instances, dependents of new recruits have incurred private medical and hospital bills which they have asked the Navy to pay. The Navy will not assume responsibility for costs of medical attention or hospital care except where naval facilities are used.

In applying for attention at a naval medical activity, the applicant must furnish adequate proof of relationship and dependency. The applicant then is given a Dependent's Identification Card (NavMed 562), use of which does not require the presence of the Navy man.

or they are in fact dependent upon their mother for their chief support.

The new law also provides for retirement for nurses, both normally and for physical disability incurred in the line of duty.

Making War Unprofitable Called Only Sure Road to Peace in Letter by SecNav

The only sure road to peace is to make war unprofitable, and the only way to make war unprofitable is for the U. S., in concert with other nations, to be prepared to visit immediate and drastic physical punishment upon any aggressor, at the instant of aggression.

This conviction was expressed by SecNav James Forrestal in a letter to Miss Lysbeth W. Muncy, instructor in history and government, Sweet Briar College, Virginia.

SecNav's letter, made public at Miss Muncy's request, was in answer to several questions given in a letter which she sent to the Secretary after she had seen films of the Bikini bomb tests.

SecNav stated that a powerful and far-ranging Navy is not intended to be an answer to the atomic bomb. Rather, it is an essential component in a well-rounded military establish-

ment required by the U. S. to play its part in punishing aggression. War cannot be stopped by outlawing the atomic bomb or passing resolutions against it, he said.

In the letter, SecNav affirmed his faith in the United Nations as "the agency for universal peace dynamically perpetuated." Many points of the letter were covered by SecNav in an address before the Philadelphia Foreign Policy Association (*ALL HANDS*, May 1947, p. 7).

Battleship Colorado Gets Back Bell Which Has Been Mounted on Samar Chapel

USS *Colorado* (BB 45) is going to get her bell back.

The bell, which at one time was ship's company on board the *Colorado*, had been mounted by the side of the chapel on Tubabao Island, Samar. Because the island base was due to be disestablished, the bell was prepared for shipment back to duty on board BB 45, now out of commission in the Inactive Fleet at Bremerton, Va.

The trip was to be made with the assistance of USS *Virgo* (AKA 20), which is carrying the bell from Samar, via Guam, to the U. S. where it will be forwarded to the CO of the *Colorado*.

Cat-astrophe Remedied; PBX-5 Marooned on Dry Lake Finally Flown Off

Who'da thought it? Certainly not the pilot of the PBX-5, "Reluctant Ronald," as he set her down on Lake Carl Pleasant, near Phoenix, Ariz. The seaplane developed engine trouble so the pilot decided to bring her down.

But when the engine trouble had been remedied, the plane still couldn't take off. The lake had dried up under the plane until only a puddle remained. A security watch was set over the plane until the rains came.

It took four months, but the rains did come. A pilot with 10 years' experience took the plane off in a remarkably short distance, and, after one more forced landing (during which time the water under the plane did not dry up), the "Reluctant Ronald" finally reached its destination.

33 Japs Get the Word War's Over, Surrender

The war finally ended on Peleliu Island in the Pacific, with the surrender of a Japanese lieutenant and 32 ragged seamen and soldiers who had been holding out in caves (ALL HANDS, May 1947, p. 36).

The holdouts, armed with stolen marine carbines, small stocks of ammunition, sidearms and a few Japanese grenades, were convinced that the war was not over.

The Navy, assisted by a Nipponese war crimes witness from Guam and a seaman who earlier had surrendered,

Helpful Newspaper Services Available

Most ships and stations of the Navy publish their own newspapers. Some come out daily, some weekly, others semi-monthly or monthly. They're good morale builders and provide a handy way of getting the word around.

Ships' Editorial Association, a unit of the Welfare Activity in BuPers, provides at no cost a variety of services to ship and station papers. The weekly "SEA Clipper" assists editors by supplying news and feature articles, material concerning personnel administration and new orders, photographs and cartoons. Mats, stencils and reproduction proofs are supplied for all types of Navy newspapers.

Interested editors can write for a "Navy Editors' Manual," which gives literally hundreds of tips on how to publish a newspaper. Address inquiries to Ships' Editorial Association, Bureau of Personnel (Attn: Pers 542), Navy Department, Washington 25, D. C.

Navy Studies Explosions Which Destroyed Famous German Submarine Base

Explosions which destroyed once-strategic Helgoland, site of the Nazis' submarine pens, were recorded by Naval Ordnance Laboratory scientists and engineers with seismic and microbarometric instruments. Ten members of the Acoustics Division of NOL's Research Department were stationed from Cuxhaven, Germany, to Udine, Italy, to record the shock.

The study of the shocks is expected to divulge new information on the thickness of layers of the earth's crust and the nature of the stratosphere. By timing the sound waves, the scientists hoped to measure the thickness of the layers.

Reserve Officer Classes Conducted at Ordnance Lab

Full-scale Reserve officer training classes, designed to familiarize participants with research and development programs in progress at Naval Ordnance Laboratory, White Oak, Md., are being held at the rate of one a month. Each two-week class consists of 20 to 30 officers.

Since most of the Reserve officers taking part are practicing scientists and engineers, they have an opportunity to serve their own professional interests as well as those of the Navy. Broad subjects, rather than specific topics, give the officer students an idea of the work at NOL and of its plans for the next three years.

induced the Japanese to surrender. The holdouts were shown letters from their families in Japan and from the former chief of staff of all Palau area Japanese forces. The letters explained that the war was over, and promised that the men would be returned home as soon as possible.

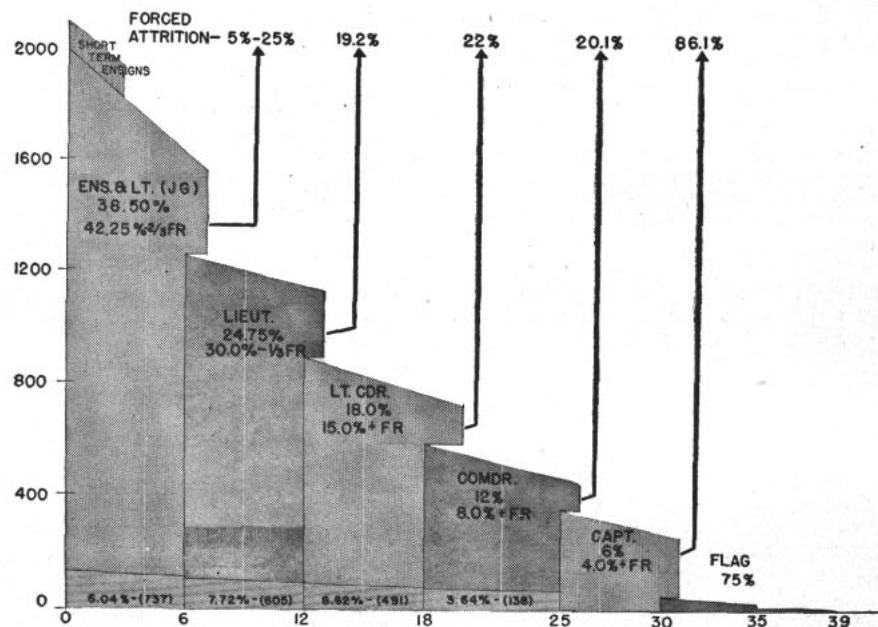
DISTRIBUTION OF RANK FOR OFFICERS UNDER PROPOSED BILL

This chart illustrates the distribution of rank and flow of promotions for line officers under the Navy's proposed promotion bill (see ALL HANDS, April 1947, p. 54). The base line represents years of service, while the vertical line at left represents an annual input of 2,000 officers.

The distribution of rank under the proposed promotion plan, as contrasted with distribution under pre-war statutes, is stated in the column for each rank. The top figure is that proposed, and the lower is that under existing law, including those "fitted and retained."

Sloped lines represent normal attrition (death, disability retirements and resignations). Vertical lines represent forced attrition resulting from failure of selection. Officers having failed of selection are represented in blocks hanging over the next higher grades. Officers first become eligible for promotion (or selection) at periods marked by vertical white lines. The shaded portions at bottom represent the flow of limited duty officers (former enlisted men), who compete for promotion only among themselves.

The forced attrition rates shown



are those estimated for stabilized conditions when officers in the various grades will have the total commissioned service indicated as normal for

their grades. Until this condition is reached, the forced attrition rates are expected to be somewhat lower than those indicated.

Four Powers Will Share Equally in Distribution Of 239 Japanese Warships

Four powers—the U.S., England, Russia and China—will share equally in the distribution of 239 small Japanese warships which soon will be in operating condition.

This announcement was made by Acting Secretary of State Dean Acheson, who said that distribution among the four powers of all operable Japanese warships of destroyer size or smaller had been agreed upon at the Moscow Conference in October 1943.

Acheson said General of the Army Douglas MacArthur had notified this Government that 140 of the vessels were ready for immediate delivery, and that the remaining 99 can be put into operating condition within 60 days.

The 239 vessels include 27 destroyers, 76 destroyer escorts, 5 patrol craft, 18 light patrol craft, 62 auxiliary submarine chasers, 11 mine layers, 14 mine sweepers, 4 cargo ships, 12 transports, 9 air rescue craft and one unclassified.

Since the types do not amount to four equal divisions, the ships have been divided into four equivalent groups which will be drawn by lot.

Acheson pointed out that under the Moscow declaration, all Japanese warships larger than destroyers, and all submarines, have been scrapped.

59-Foot Whale 'Lands' At Amphib Base; Relief Fund Now \$100 Richer

A 59-foot whale made a successful, though unscheduled, landing at the amphibious base at Little Creek, Va.

Whether the mammal was trying to sell her amphibious qualities to the Navy or was just jealous of the LCTs is not known. Through her maneuvers, she ended up in shallow water where escape was impossible.

The problem of disposing of the carcass was solved by the Navy Relief Society of Norfolk, which sold it to the Norfolk Tallow Company, Inc. for \$100.

North Carolina Personnel Hold 2 New York Parties Attended by 500 Couples

Men of *uss North Carolina* (BB 55) took time off from their work of pre-serving the ship for the Inactive Reserve Fleet in New York and held two parties on a grand scale in a New York hotel. Approximately 500 couples attended each of the shindigs. CO of the ship, Capt. Timothy J. O'Brien, USN, was guest of honor.

QUIZ ANSWERS

Answers to Quiz on Page 49

- | | |
|------------------------|--------|
| 1. (a) 20 mm. Oerlikon | 4. (c) |
| 2. (c) | 5. (c) |
| 3. (c) | 6. (a) |



RELAX, mac. And you can in crew's recreation room aboard this sub-tender. Space is provided for cards, games, music, writing, reading, or just settin'.

CREW'S RECREATION ROOM POPULAR

An unusual example of conversion of a cold, steel ship's compartment into an attractive crew's recreation room is that aboard *uss Nereus* (AS 17), whose experience in this regard may be useful to other ships of the Fleet having, or planning to build, such rooms.

The crew's room aboard the *Nereus*, once a berthing compartment, presents a 26 x 25-foot carpeted space, fittings and cables removed or rerouted or concealed by false bulkheads, painted in harmonious shades according to plans worked out by a professional decorator. A dozen or more pieces of upholstered furniture are in the room, along with metal boxes for growing plants, lamps, card tables and writing desks.

The *Nereus*' chaplain commented: "After two months of use the room is in as good condition as the day it was opened. The crew appears to take pride in the room, and it has proved a popular resort for blue-jackets and their visitors on Sunday afternoons."

Many practical problems must be overcome in construction of such a room.

In this case, approval was first obtained from the type commander, and financing was arranged through the squadron welfare fund.

Preliminary surveys estimated cost of conversion and of equipment, and plans were outlined. The ship's repair department, the chaplain and the contractor cooperated in the design and performance of the work.

The ship's force constructed a false bulkhead on the outboard side of the room, a writing table, a copper

plant trough, a magazine rack, a record rack and other installations. The first lieutenant's department furnished painters and made cocoa mats; the engineering department made electrical installations.

Contractor provided paints, which were mixed according to his specifications and applied, except for the overhead, by his own painter. Contractor, an artist, painted the mural.

The contractor worked out the color scheme. The overhead is a chocolate brown, which tends to deflect the eye downward and obscure the inevitable maze of overhead cables and pipes. The mural is predominantly pale blue and red-orange. The forward bulkhead is a pale gray and the remainder of the bulkhead area, except for the simulated oak bulkhead, is a dull pink.

The deck is covered with a thick matting, over which is laid a heavy woven carpeting of red and white. The combination of mat and carpet have completely hidden rivet heads and doubling plates. A liquid soap cleaner has proved effective in removing the stains to which a ship-board carpet would be subject.

The furniture, of fire resistant material, consists of three transoms, three matching chairs, three upholstered straight chairs, two steel chairs, and card tables with chairs. coffee tables, radio-phonograph and various smaller items. Lighting is now provided by overhead incandescent lamps, but it is planned that fluorescent lamps eventually will be installed.

The room is open to the crew from 1630 to 2100 daily, and 1300 to 2100 Sundays.

Personnel Accounting System Reports Show Accuracy on Increase

"Grief-causers" in the new personnel accounting program are marring an otherwise fast-moving system, BuPers says.

Machine-prepared reports are rolling in in great amounts and indicate that accuracy, so vital to the program, is steadily on the increase. But despite the decline in the amount of discrepancy reports, misinterpretation or failure to fully understand instructions is still causing the gears to grind every once in a while.

Incorrect usage of rate and rank abbreviations is the first of the grief-causers. A rating reported as ABM2 would have no code number assigned. The rating would have to be ABMAG-2, ABMGA2, ABMCP2 or ABMPH2 to be entered into the punch card. The use of designators with ratings enclosed within parenthesis—F1(GM)—has been discontinued. Table B of NavPers-15642 contains rank abbreviations which are authorized; yet CDR is often reported as Comdr., LCDR as Lt. Comdr., or LTJG as Lieut. (jg).

In reporting changes in dependency for which the change abbreviation is CDEP, the complete new status—such as W1DC—should be entered. A change of address of a man's dependents is not a change in dependency as is often reported on the daily diary.

Merely reporting agreements or cancellations of agreements to extend or extensions of enlistments on the daily diary with change abbreviations AEX, CES, and EEX do not automatically change the date of expiration of enlistment. In addition the appropriate entry must be submitted on the daily diary using change abbreviation CDEE.

When a man is discharged and reenlists on board within 24 hours, no gain or loss entries are required. A single miscellaneous change entry "DIRE" on the daily diary is the only

Spokane's CO Receives Letter of Appreciation

An invitation to English children to visit USS *Spokane* (CL 120) when the ship visited Plymouth Sound, England, prompted the Australian aunt of two of the thrilled children to write the *Spokane's* CO to express appreciation. The aunt also complimented American servicemen on "their kindness to children" which "warmed their hearts."

The writer's daughter, it was related in the letter, "married a young American from Spokane during the war and is very happy there. The coincidence of your ship of the same name visiting the home of her forbears and bringing good cheer to her little cousins prompted me to write from Australia and so circle the world to thank you."

entry required. A new up-to-date personnel accounting card (NavPers-500) with the same gain number previously used in Block 33 is necessary.

If gain, loss or miscellaneous change number is duplicated or omitted, a GLM entry on the daily diary with the correct number in the proper column and an explanation of entry is a simple method of correcting the entry. When a permanent commissioned officer, on duty in a higher temporary rank, is changed from USNR to USN and is to be reappointed to his present temporary rank, only two miscellaneous entries—CCL and CDES—are required on the daily diary.

In entering changes or corrections on the daily diary, both the incorrect name, rate or number and the corrected one should be entered—in columns 5 and 6 respectively.

BuPers has distributed a pamphlet containing an illustrated outline for maintaining muster and allowance card files (see ALL HANDS, December 1946, p. 49).

Recommendations Sought For Possible Advancement Of Ex-POW Enlisted Men

Commands were urged by Alnav 107-47 (NDB, 30 April) to check the records of ex-POW enlisted men who may be eligible for appointment to warrant or commissioned rank and who have not been previously considered by BuPers.

This was prompted by legislation pending in Congress which, if enacted into law, will stop all such temporary appointments. Recommendations for original temporary appointments should be forwarded promptly in accordance with Alnav 208-46 (NDB, 30 April 1946).

Recommendations are not desired for the following men:

- Ex-POWs whose retroactive date of advancement to PO1 is after 16 Feb 1945.

- Ex-POWs who have been previously considered by BuPers.

The directive called special attention to the fact that a man's status as an ex-POW merely establishes his eligibility for his CO's consideration and recommendation for appointment to warrant or commissioned rank. His qualifications are based on his service record, his moral, mental, professional and current physical fitness. Recommendations received by BuPers will, insofar as possible, be judged by the same standards as were the recommendations of their former contemporaries and the needs of the service at the time he would have been eligible for recommendation.

Ex-POWs who have already received an original temporary appointment to warrant or commissioned rank and who are eligible for further retroactive promotion, have been so advised by individual instructions accompanying the original appointment.

Reservists Get Amphib Training in June, July

Naval Reservists will hit the beaches of Virginia during three periods of amphibious training scheduled for June and July.

Inactive Reserve officers and enlisted men will receive the full pay of their naval rank or rating for the 14-day training, which will be under the direction of the Commander, Amphibious Forces, Atlantic Fleet, Little Creek, Va.

Naval Reservists from the 5th, 6th, 8th, and 9th Naval Districts and the Potomac River Naval Command are eligible for the period 15 through 28 June. There will be a training cruise to New York for weekend liberty.

For the periods 15 through 28 June and 13 through 26 July, Naval Reservists from the 5th, 6th, and 9th Naval Districts and the Potomac River Naval Command are eligible.

Eligible personnel should make requests for the training duty to their District Commandant.

MOBILE PLANTS STILL SUPPLY POWER

The Navy's two six-car, railway-mounted mobile power plants, built in 1941, must have been a good idea. So good, in fact, that both are now providing emergency power in drought-stricken areas where normal hydroelectric power sources have been crippled.

One of the trains, on lease from the Navy, is in Central Mexico for an indeterminate length of time, at the request of the Mexican government, and its power is being used in Mexico's vital industries which were handicapped by a power shortage. The other train has been performing a similar service for many months for the Salt Creek (Ariz.) Water Users Corp. (ALL HANDS, December 1946, p. 39).

The trains develop 10,000 kilowatts each. The train in Mexico cannot fully meet the needs of the region for power, but it is providing sufficient power for essential uses, including the lead and copper smelter at San Luis Potosi, most of the base metal mines in the area, and the municipal and irrigation systems. Local industries, in addition, are drawing on the power source four days a week. The train is located on a siding at Saltillo, Guanajuato.

The train had been providing power for the Atlantic Reserve Fleet berthing area at Green Cove Springs, Fla., but the Navy made other arrangements when the State Department requested the train for Mexico. Two DEs currently are supplying power for the berthing area.

ALNAVS, NAVACTS

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs, not as a basis for action. Personnel interested in specific directives should consult Alnav or NavActs files directly for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands.

No. 95—Thirty-fourth in a series listing officers selected for transfer to USN.

No. 96—Reports changes to Marine Corps Manual.

No. 97—Thirty-fifth in a series listing officers selected for transfer to USN.

No. 98—Directs survey and destruction of certain medical material.

No. 99—Announces names of candidates selected for further processing for NROTC-NACP program being promulgated by circular letter.

No. 100—Requires diphtheria immunization for personnel traveling through Warsaw (see p. 58).

No. 101—Reminds personnel to sub-

mit claims for settlement unused of officer leave at early date (see p. 51).

No. 102—Requests applications for course in aviation medicine (see p. 52).

No. 103—Cancels Alnav 346-45, which provided terms of service for promotion of officers.

No. 104—Warns that dental treatment is not available at outlying bases for dependents of naval personnel, Navy civilian employees and their dependents (see p. 51).

No. 105—Thirty-sixth in a series listing officers selected for transfer to USN.

No. 106—Provides initial payment of \$100 MOP can be made only at time of discharge or actual release from active duty (see p. 55).

No. 107—Urges commands to check records all repatriate enlisted men on board who may be eligible for appointment to warrant or commissioned rank (see p. 62).

No. 108—Notes 39th anniversary of founding of Navy Nurse Corps (see p. 59 for story on new law establishing the corps).

No. 109—States, "Suspend application first sentence Art. 66012, BuSanda Manual, advance change 3-3, to vouchers drawn under BuSanda appropriations fiscal year 1947 and prior."

No. 110—Modifies Alnav 384-46, listing Wave separation activities (see p. 51).

No. 111—Thirty-seventh in a series listing officers selected for transfer to USN.

No. 112—Cancels Alnav 571-46, states dispatch reports from disbursing offices as to total of checks issued each month no longer required (see p. 50).

No. 113—Authorizes disbursing officers to make emergency payments where necessary to provide funds for travel home in cases of enlisted personnel entering terminal leave (see p. 55).

No. 114—Announces NATS baggage allowance of 165 pounds (see p. 52).

No. 115—Requires diphtheria immunization all personnel traveling through Europe and/or Mediterranean area (see p. 54).

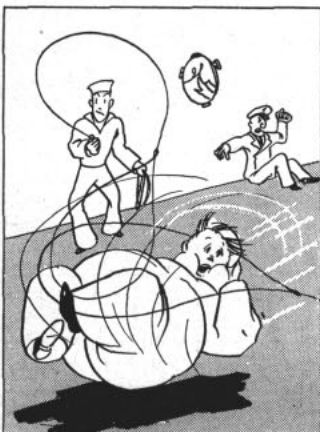
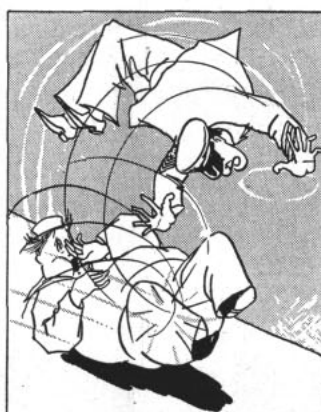
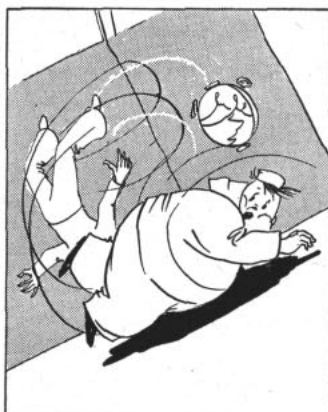
No. 116—Announces provisions of Rhode Island State veterans' bonus law (see p. 61).

NavActs

No. 11—Announces cotton undershirts still in short supply.

No. 12—Provides 90 cents-per-day rate for sales of meals from Navy general messes (see p. 50).

BROADBEAM



TIED TO BE FIT

FANTAIL FORUM

QUESTION: How does European liberty compare with liberty in the United States?

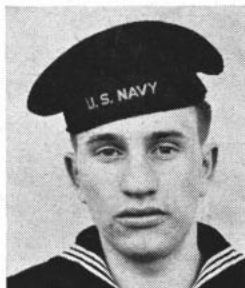
(Interviews conducted on board USS Shenandoah and USS Portsmouth in Mediterranean area.)



Ralph Carter, Jr., Y3, River Forest, Ill.: No hesitation when I say liberty in the U.S. The tours and historical scenes around Naples are interesting but I'd much rather pull liberty in Portland, Me.



Douglas Jay Geisler, F2, Detroit, Mich.: I like liberty in the States better. There are more things to do there. I like the sightseeing in all the various countries, but it isn't like home.



Joseph L. Cohen, S1, Chelsea, Mass.: I prefer liberty in the States because there is more entertainment. The girls back home are nicer in appearance and there are more things to do.



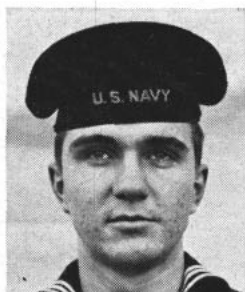
Leo F. Curtis, S2, Lynn, Mass.: There is more entertainment in the States. Chow is better and there is more variety. The main things I miss are eating, dancing and movies. I like the sightseeing.



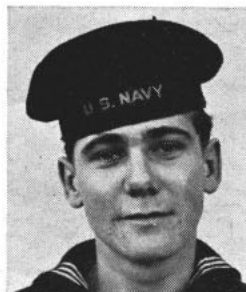
Ellison M. Stockton, S1, New Castle, Ind.: Historical features in the Mediterranean are interesting, but for good liberty I'll take the States, with theaters, eats and baseball games.



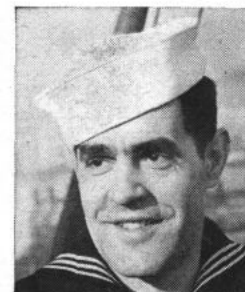
Thomas E. Coblentz, S1, Dayton, Ohio: I like stateside liberty because I have more choice of entertainment. I like the sightseeing here but I miss going to the drugstore and getting a gedunk.



James J. Slattery, S2, East Orange, N. J.: I like stateside liberty, even if I have more fun on less money here. One thing about being overseas is I can save money, as things are cheaper.



Francis J. Durnan, S1, Jersey City, N. J.: Liberty here is all right but I prefer it in the States. I miss mostly the dances and movies. I like it here because there are many things to see.



Amick Cabral, SC1, Lawrence, Mass.: Stateside liberty can't be beat. I enjoy the opportunity of being here and seeing the sights on different tours but I still prefer liberty in the States.

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs. It therefore cannot always fully record achievements of units or individuals and may be obliged to omit mention of accomplishments even more noteworthy than those included.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

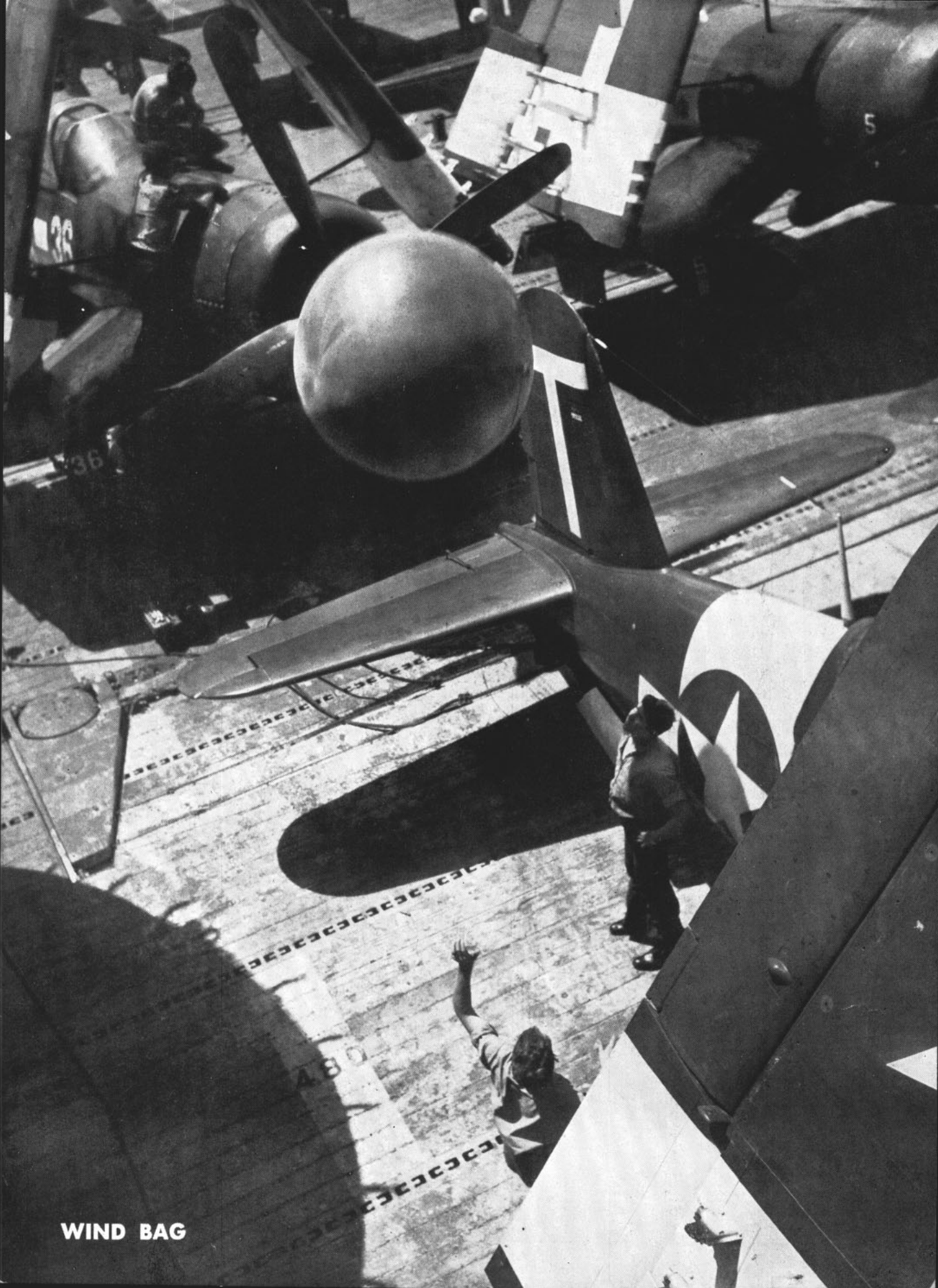
The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.00 a year, domestic (including FPO and APO addresses for overseas mail); \$2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

• AT RIGHT: Weather plays a big part in Fleet maneuvers because it is necessary to find whether the planes will be able to fly the next day. Here aerographers on board USS Tarawa release a weather balloon to determine the force and direction of winds aloft.



WIND BAG

HANDLE WITH CARE



"We can best insure obtaining the funds we need for a strong and vigorous Navy by demonstrating our ability to make wise and careful use of every dollar that is entrusted to us."—SecNav